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# CORDON COUNT DATA

## METROPOLITAN TRAFFIC DISTRICT

THE TECHNICAL COMMITTEE • OCTOBER 1947

REF  
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Cordon count data for  
the metropolitan  
traffic district, October  
1947.

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T H E      M E T R O P O L I T A N      T R A F F I C      D I S T R I C T  
O C T O B E R      1 9 4 7

A compilation of the data obtained on the  
movement of persons and vehicles into and  
out of the Metropolitan Traffic District  
of San Francisco during a typical 12 hour  
week day in October, 1947

Prepared by the Technical Committee of the Administrative  
Transportation Planning Council with the directive assis-  
tance of De Leuw, Cather & Company, Consulting Engineers  
to the Technical Committee.

C i t y      a n d      C o u n t y      o f      S a n      F r a n c i s c o  
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[illegible]

Consultants to the Committee :

De Leuw, Cather & Company, Consulting Engineers  
Ladislas Segoe, Consulting City Planner





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FOREWORD: DESCRIPTION OF THE CORDON  
COUNT: ITS PURPOSE AND METHOD  
::::::::::::::::::::::::::::::::

I. Long -range Transportation Planning Job Under Way

In October, 1947 the Technical Committee commenced work on the development of a comprehensive long-range transportation plan for San Francisco which will embrace all phases of circulation within the City. Plans, where necessary, will be developed for local mass transit and regional mass transit; freeways and major and secondary thoroughfares; bus, rail, air, water, and truck terminals; parking terminals and more efficient use of streets; and finally, special attention will be given to the downtown area, the focal point of all transportation problems.

Aiding the Technical Committee in this work are two principal consultants, De Leuw, Cather & Company, transportation engineers, and Ladislav Segoe, consulting city planner. A staff composed largely of regular departmental personnel has been organized to carry out the work with headquarters in the Civic Center at 100 Larkin Street.

II. Need for Factual Data

Basic to the development of sound, realistic and practical plans is the collection and subsequent analysis of factual data on existing conditions. Mere observations are often deceptive and conclusions based thereon are too often fallacious.

As the focal point of all transportation problems besetting San Francisco, the downtown area is the first and most important for which accurate and up-to-date information is required. Therefore, the first large-scale survey undertaken by the Technical Committee was a cordon count of all persons and vehicles entering and leaving the area during a typical week day between 7:00 A.M. and 7:00 P.M.

III. Nature of Cordon Count

Boundaries chosen for the cordon count were those of the Metropolitan Traffic District which is bounded by The Embarcadero, Townsend Street, Division Street, Thirteenth Street, Duboce Avenue, Market Street, Gough Street, Pine Street, Taylor Street, Sacramento Street, Powell Street, and Broadway. The area was established by The Technical Committee for administrative purposes in its March 1, 1947 report on "Traffic, Transit and Thoroughfare Improvements for San Francisco" as the expanded central business district in which the major daily concentration of workers and shoppers, automobiles, trucks and transit vehicles occurs. There are seventy primary points of entry into this District.

THE HISTORY OF THE  
CITY OF BOSTON

FROM THE FIRST SETTLEMENT TO THE PRESENT TIME

BY  
JOHN B. BOWEN,  
OF THE BOSTON BAR,  
AND  
JOHN W. BOWEN,  
OF THE BOSTON BAR,  
JOINT AUTHORS.

BOSTON:  
PUBLISHED BY  
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1845.

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The count was made to show actual volumes of traffic entering and leaving the district on each street throughout the day by type of vehicle, the number of transit passengers carried on each street car and bus line, the number of pedestrians entering and leaving the District, and the total accumulation of vehicles and persons within the District throughout the day.

The data obtained from the cordon count are the most recent and most complete factual statistical information of this type for use in the development of plans for transit, thoroughfares, parking garages, terminals and related phases of transportation in the Metropolitan Traffic District. The most recent survey of this extent was conducted ten years ago and that, as a W. P. A. project, covered only the small Central Business District east of Sixth and Taylor Streets.

#### IV. How The Count Was Carried Out

A crew of 70 men from the Municipal Railway, the Department of Public Works, the Police Department, the Recorder's office, the Health Department, and the Department of City Planning participated in the count which was made over a period of five days in the last week of October and completed in the first two weeks of November. Direction of the count was carried out by Lloyd Braff, engineer of De Leuw, Cather and Company. All passenger automobiles, taxi cabs, trucks, pedestrians, and transit vehicles and passengers leaving and entering the Metropolitan Traffic District were counted in half-hour intervals between 7:00 A.M. and 7:00 P.M. at the cordon point on each access street. A spot count of passenger vehicle occupancy was made at ten main cordon points and the average overall automobile passenger load derived therefrom. In addition, a count of passengers entering and leaving the Metropolitan Traffic District was made at the Ferry Building and at the Southern Pacific Depot at Third and Townsend Streets. Passenger data for the intercity bus lines and the transbay trains operated by the Key System were furnished by the operators to complete the compilation.

Tabulation and summarization of the data were carried out through the month of November under the direction of the consulting engineers. Only the summary tables and plates are published herein.

#### V. Purpose of Publication

No analysis of the cordon data is presented in this publication and no conclusions are drawn; that will be done in later reports. The purpose of presenting these data now is to make them available in a convenient and accessible form for use by the Technical Committee in developing its plans and for use by private groups which may find them helpful. This compendium is a working tool for the Technical Committee from which will be drawn numerous and varied analyses on many aspects of the overall transportation problem. At the same time it



may be useful to the operators of taxi-cabs, or intercity buses, or pick-up and delivery trucks, or to property owners, or to business men. As an historic document it will give added usefulness to future cordon counts by making possible the establishment of trends. In summary, it is as a valuable statistical compilation of data that this publication, in limited quantity, is produced.

## VI. Acknowledgments

Grateful acknowledgment by the Technical Committee and De Leuw, Cather and Company is due the many persons and organizations who co-operated so fully in the conduct of this cordon count.

In addition to the agencies of the city government which cooperated and participated in the cordon count, the companies and personnel listed below aided in this survey.

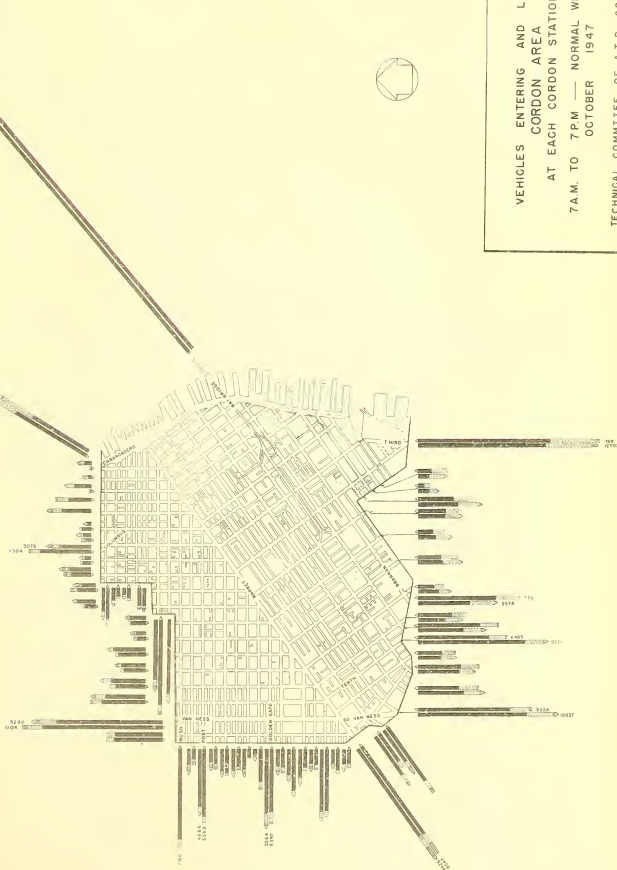
Pacific Greyhound Lines:.	M. C. Frailey, Vice President W. H. Starling, Assistant to the President Cloyd Kimball, Supervisor of Research
The Grayline, Inc.	Philip J. McNamara, Manager of Operations
Key System Transit Lines:	Arthur Jenkins Transportation Engineer  Bruce Campbell, Research Engineer  L. L. Olson, Traffic Analyst
American Buslines, Inc. Airline Bus. Co.	N. M. Seamster, Terminal Manager
Santa Fe Railway Busline	C. C. Hobdy, Chief Clerk to the Superintendent
Santa Fe Trailways	J. W. Hammet, Superintendent
Burlington Trailways West Coast Trailways	J. J. Taylor, Superintendent
Southern Pacific Company	E. E. Mayo, Chief Engineer C. J. Astrue, Asst. Chief Engineer



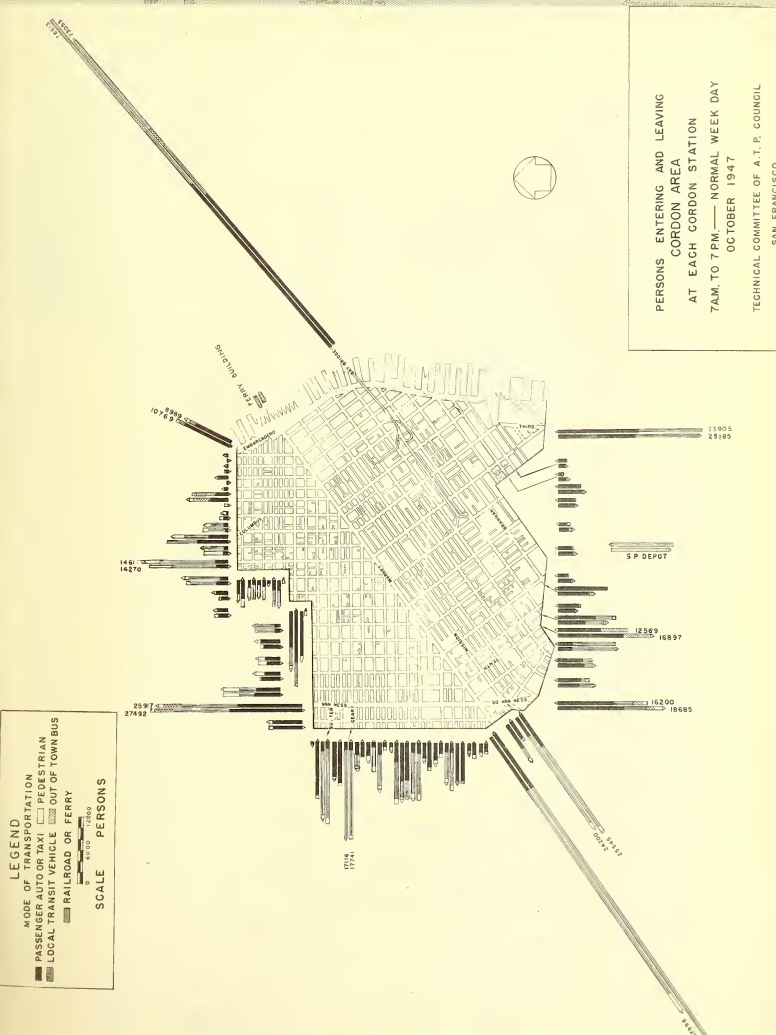


VEHICLES ENTERING AND LEAVING  
CORDON AREA  
AT EACH CORDON STATION  
7 A.M. TO 7 P.M. — NORMAL WEEKDAY  
OCTOBER 1947

TECHNICAL COMMITTEE OF A.T.P. COUNCIL  
SAN FRANCISCO









# VEHICLES ENTERING AND LEAVING CORDON AREA

BY HALF HOUR PERIODS NORMAL WEEK DAY  
OCTOBER 1947

TECHNICAL COMMITTEE OF A.T.P. COUNCIL  
SAN FRANCISCO

PLATE 3

50 25

IN THOUSANDS  
30 15

VEHICLES ENTERING & LEAVING  
O VEHICLES  
ACCUMULATION

ENTERING

ACCUMULATION

LEAVING

A M

P M

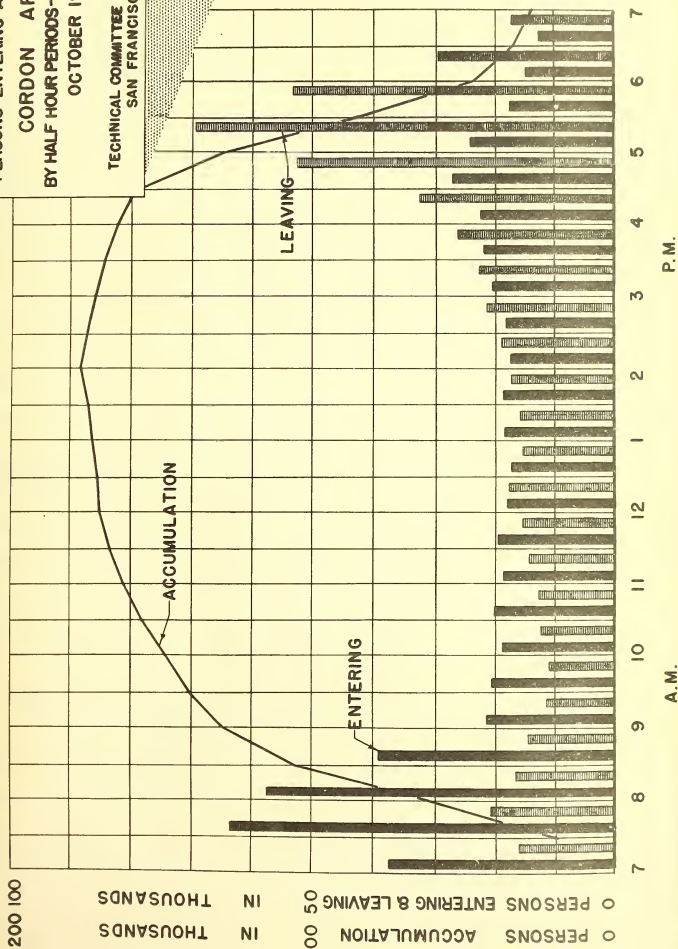
7 8 9 10 11 12 1 2 3 4 5 6 7



PERSONS ENTERING AND LEAVING  
CORDON AREA  
BY HALF HOUR PERIODS-NORMAL WEEK  
OCTOBER 1947

TECHNICAL COMMITTEE OF A.I.P. COUNCIL  
SAN FRANCISCO

PLATE 4







GRAND SUMMARY OF 1947 CORDON COUNT  
7 A.M. to 7 P.M. - Typical Week Day October, 1947  
San Francisco, California  
Technical Committee, ATP Council

Total Entering & Leaving - 7 A.M. to 7 P.M.

V E H I C L E S	<u>Entering</u>	<u>Pass. Auto</u>	<u>Taxi</u>	<u>Truck</u>	<u>Local Transit</u>	<u>Out of Town Bus</u>	<u>Total</u>
	Number	171,027	9,332	42,148	5,668	570	228,745
	Percent	75%	4.0%	18.4%	2.4%	0.2%	100%
	<u>Leaving</u>						
	Number	163,018	9,175	42,580	5,570	597	220,940
	Percent	74%	4.0%	19.3%	2.5%	0.2%	100%

P E R S O N S	<u>Entering</u>		<u>Local</u>	<u>Out of</u>	<u>Railway or</u>	<u>Total Pas-</u>	<u>Pedes-</u>	<u>Total</u>
	<u>Autos &amp; Taxis</u>		<u>Transit</u>	<u>Town Bus</u>	<u>Ferries</u>	<u>sengers</u>	<u>trians</u>	<u>Persons</u>
	Number	270,038	212,176	17,632	35,440	535,286	51,446	586,732
	Percent	50.3%	39.8%	3.3%	6.6%	100%		
	<u>Leaving</u>							
	Number	258,573	201,597	17,146	33,515	510,831	45,698	556,529
	Percent	50.5%	39.5%	3.4%	6.6%	100%		

Entering & Leaving in

A.M. Maximum Hour 7:30 A.M. to 8:30 A.M.

V E H I C L E S	<u>Entering</u>	<u>Pass. Auto</u>	<u>Taxi</u>	<u>Truck</u>	<u>Local Transit</u>	<u>Out of Town Bus</u>	<u>Total</u>	
	Number	26,620	738	3,600	685	95	31,738	
	Percent	84.0%	2.3%	11.2%	2.2%	0.3%	100%	
	<u>Leaving</u>							
	Number	12,107	623	3,149	514	39	16,432	
	Percent	73.7%	3.8%	19.2%	3.1%	0.2%	100%	
P E R S O N S	<u>Entering</u>	<u>Pass. Autos &amp; Taxis</u>	<u>R.R. &amp; Ferries</u>	<u>Local Transit</u>	<u>Out of Town Buses</u>	<u>Total</u>	<u>Pedestrians</u>	<u>Total</u>
	Number	41,017	14,562	54,726	4,116	114,421	6,907	121,328
	Percent	35.8%	12.6%	48.0%	3.6%	100%		
	<u>Leaving</u>							
	Number	19,102	1,622	11,697	715	33,136	3,890	37,026
	Percent	57.7%	4.8%	35.4%	2.1%	100%		



GRAND SUMMARY OF 1947 CORDON COUNT  
7 A.M. to 7 P.M. - Typical Week Day October, 1947  
San Francisco, California  
Technical Committee, ATP Council

Total Entering & Leaving in  
P.M. Maximum Hour 4:30 P.M. to 5:30 P.M.

	<u>Entering</u>			<u>Local</u>	<u>Out of</u>	
	<u>Pass. Auto</u>	<u>Taxi</u>	<u>Truck</u>	<u>Transit</u>	<u>Town Bus</u>	<u>Total</u>
V	Number	18,167	882	3,103	657	22,854
E	Percent	79.5%	3.9%	13.5%	2.9%	100%
H	<u>Leaving</u>					
I						
C						
L	Number	30,721	1,028	3,145	623	35,915
E	Percent	85.6%	2.8%	9.5%	1.7%	100%
S	<u>Entering</u>		<u>R.R. &amp;</u>	<u>Local</u>	<u>Out of</u>	<u>Pedes-</u>
	<u>Pass. Autos &amp; Taxis</u>	<u>Ferries</u>	<u>Transit</u>	<u>Town Bus</u>	<u>Total</u>	<u>trians</u>
P	Number	28,601	1,561	15,677	1,400	47,339
E	Percent	60.5%	3.5%	33.0%	3.0%	100%
R	<u>Leaving</u>					
S						
O						
N	Number	47,585	13,926	49,482	4,843	115,836
S	Percent	41.2%	12.0%	42.6%	4.2%	100%

MAXIMUM NET ACCUMULATIONS AT 2:00 P.M.

<u>Vehicles</u>	<u>No.</u>	<u>Persons Transported by</u>	<u>No.</u>
Pass. Auto	30,569	Pass. Auto	46,259
Taxi	213	Local Transit	94,722
Truck	-252*	Out of Town Bus	5,651
Local Transit	205	R.R. & Ferry	21,384
Out of Town Bus	65	Total	168,016
Total	30,800	Pedestrians	8,008
		Total Persons	176,024

\* 252 less than accumulation at start of count at 7 A.M.



# TOTAL CORDON AREA SUMMARY - VEHICLES

Technical Committee, ATP Council, San Francisco

LEAVING												
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out- of Town Buses	Total	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out- of Town Buses	Total
30 Min Pas- enger Autos	9073	253	866	270	34	10496	4301	261	780	258	43	5643
7:30 am	14443	367	1460	334	44	16848	6827	301	1077	247	19	8471
8:00	12177	371	2140	351	51	15090	5280	322	2072	267	20	7961
8:30	9646	377	2264	294	33	12614	5192	352	2120	270	23	7957
9:00	6466	354	2086	244	26	9286	4526	359	2304	253	19	7461
9:30	6576	377	2060	181	20	8800	4511	357	2161	208	21	7258
10:00	6162	341	2235	183	19	8589	4959	283	2340	174	12	7763
10:30	5811	328	2174	177	18	8630	4942	310	2224	178	19	7673
11:00	5933	342	2132	176	21	8684	5177	320	2316	177	12	8002
11:30 am	5943	379	2053	182	16	8591	5700	370	2079	167	19	8335
12:00	5961	358	1244	178	19	7255	5831	410	1462	194	20	7967
12:30 pm	5456	358	1335	176	20	6951	5119	354	1306	174	24	6977
1:00	5062	343	1918	210	17	8253	5447	333	2100	189	14	8083
1:30	5765	372	2209	194	16	8921	5707	375	2137	189	24	8432
2:00	6130	400	2273	204	16	8900	6120	356	2366	207	16	9095
2:30	6046	356	2324	213	14	8953	6138	376	2200	213	19	8951
3:00	6007	368	2230	234	15	9349	6599	347	2131	231	19	9327
3:30	6502	424	2437	270	17	10139	7341	416	2310	242	24	10333
4:00	6991	413	2286	315	17	10778	8402	442	2300	269	22	11405
4:30	7742	422	1937	345	22	12462	13321	506	2002	293	53	16635
5:00	9736	460	1166	312	23	10392	16900	522	1413	325	70	19230
5:30	8431	513	590	255	40	7627	11572	552	715	356	44	13239
6:00	6229	546	331	213	39	5844	7504	485	376	273	18	8656
7:00	4665	505	293	164	13	5520	5052	466	289	206	13	6031
Total	171027	932	42143	5675	570	228752	163018	9175	42540	5570	597	220940



# TOTAL CORDON AREA SUMMARY - PASSENGERS

Technical Committee, ATP Council, San Francisco

## ENTERING

30 Min Period	R.R. Total				Total	
	Pas-senger Autos	Local Transit Vehicles	Out of Town Buses	Per-sengers Rides	Pedes-trians	Per-sons Entering
7:30 am	14003	18021	1253	2228	35505	1862
8:00	22177	29179	1975	6702	60033	3476
8:30	18340	25347	2141	7860	54383	3431
9:00	15151	15834	1222	4024	36231	2916
9:30	10412	7761	728	1161	20062	1610
10:00	9826	6995	634	1792	19247	1612
10:30	9242	6778	577	463	17060	1366
11:00	9403	7176	544	1231	13354	1786
11:30 am	9462	6059	533	775	16829	1730
12:00	9517	5842	528	769	16656	2391
12:30 pm	8753	5415	576	345	15089	2910
1:00	8153	5739	503	530	14925	2247
1:30	9170	6224	345	494	16233	1999
2:00	9761	5774	377	634	16246	1647
2:30	9600	5369	403	297	15669	1663
3:00	9601	5787	358	494	16240	1931
3:30	10288	6375	390	545	18098	2393
4:00	11066	7876	422	464	19323	2135
4:30	12284	6241	404	696	20205	2035
5:00	15251	8317	662	738	24968	2429
5:30	13350	7360	738	923	22371	2377
6:00	10123	4426	1032	863	16499	1771
6:30	7836	3666	1055	954	13511	1413
7:00 pm	7524	3122	363	453	11539	1366
Total	270336	211960	17816	35440	536036	51246

## LEAVING

30 Min Period	R.R. Total				Total	
	Pas-senger Autos	Local Transit Vehicles	Out of Town Buses	Per-sengers Rides	Pedes-trians	Per-sons Leaving
7:30 am	6855	6011	1179	909	14954	1149
8:00	10699	6560	323	647	13234	2159
8:30	8403	5137	387	975	14902	1731
9:00	8327	3729	329	301	12686	1873
9:30	7331	2337	254	520	10492	1325
10:00	7315	2540	371	277	10503	1140
10:30	7873	2523	298	451	11150	1393
11:00	7298	2327	446	343	11574	1333
11:30 am	8253	3415	351	791	12315	1553
12:00	9136	3561	505	266	13463	1861
12:30 pm	9447	4593	477	690	15207	2754
1:00	8224	3998	430	363	13015	2162
1:30	8690	4321	404	547	14462	1645
2:00	9150	5460	526	544	15630	1527
2:30	9773	6569	451	652	17445	1506
3:00	9729	7694	591	492	18476	1635
3:30	10430	6538	559	1155	20632	2239
4:00	11651	10558	843	954	24111	2207
4:30	13222	13210	872	2443	30370	2332
5:00	21451	21621	2322	4536	49930	2375
5:30	26134	27961	2521	9390	65906	3625
6:00	18133	27129	1687	4103	51117	2569
6:30	12009	13948	590	1416	27963	1723
7:00 pm	8310	6219	410	740	15779	1339
Total	253513	201747	17146	33515	510921	45638





# CORDON AREA ACCUMULATION SUMMARY - VEHICLES

Technical Committee, ATP Council, San Francisco

NET * ACCUMULATION OF				
30 Min Pas- Period senger Taxi- Ending Autos. Cabs	Trucks	Transit Vehicles	Local Town	Out-of Total Vehicles
7:30 am 4772	-8	86	12	-9
8:00 12388	58	469	99	16
8:30 19285	107	537	183	47
9:00 23739	132	681	207	57
9:30 25789	127	463	198	64
10:00 27440	147	362	171	63
10:30 28292	205	257	180	70
11:00 29283	223	207	179	69
11:30am 30049	245	73	178	78
12:00 30310	254	47	193	75
12:30pm 29835	202	-171	177	74
1:00 29828	206	-142	179	70
1:30 30146	216	-324	200	73
2:00 30569	213	-252	205	65
2:30 30456	227	-345	202	65
3:00 30364	207	-221	197	60
3:30 30267	228	-122	200	56
4:00 29917	236	45	228	56
4:30 29257	242	-9	274	44
5:00 25172	153	-74	321	8
5:30 16793	96	-321	308	-39
6:00 11360	57	-446	207	-43
6:30 8521	118	-441	147	-22
7:00 8009	157	-432	105	-27

\*This is net accumulation  
over and above accumula-  
tion existing in area at  
7:00 A.M.



# CORDON AREA ACCUMULATION SUMMARY - PASSENGERS

Technical Committee, ATP Council, San Francisco

## NET \* ACCUMULATION OF

	Pas-	Local	Out-of	Pas-	Pedes-	Total
Period	senger	Transit	Town	Ter- sengers	Persons	
Ending	Autos	Vehicles	Buses	ries Entering	Trains Entering	
7:30 am	7146	12010	74	1319	20551	713
8:00	13626	34629	1721	7374	62350	2030
8:30	29063	55039	3475	14259	101376	3730
9:00	35637	67144	4368	17932	125361	4768
9:30	38968	72518	4842	18623	134951	5053
10:00	41479	76973	5105	20133	143695	5525
10:30	42843	81228	5384	20150	149605	5938
11:00	44343	85517	5482	21038	156335	6391
11:30 am	45552	88161	5634	21022	160399	6563
12:00	45933	90442	5637	21525	163587	7093
12:30 pm	45239	91264	5785	21130	163459	7249
1:00	45168	93005	5559	21347	165379	7334
1:30	45548	94208	5300	21204	167450	7688
2:00	46259	94722	5551	21324	168016	8008
2:30	46086	93522	5603	21029	166240	8170
3:00	45958	91645	5370	21031	164004	8456
3:30	45616	89982	5201	20421	161420	8620
4:00	45231	87200	4775	19931	157137	8593
4:30	44273	85223	4297	18179	146972	8301
5:00	38073	66919	2637	14381	122010	7555
5:30	25289	48418	854	5914	78475	6607
6:00	17224	23715	249	2669	43857	5226
6:30	13051	13433	714	2207	29405	5521
7:00 pm	12325	10243	672	1925	25165	5548
						30713

\*This is net accumulation over and above accumulation existing in area at 7:00 A.M.



# Vehicle Occupancy Count

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Table No. 6

Monday, November 3, 1947

Location	ENTERING			LEAVING		
	Vehicles	Persons	P/V	Vehicles	Persons	P/V
1. Third at Townsend	1495	2739	1.83	904	1382	1.53
2. Potrero at Division	2591	3685	1.42	1882	2832	1.53
3. Market at Gough	2188	3518	1.61	1795	2434	1.35
4. Golden Gate at Gough	1508	2192	1.45	954	1307	1.47
5. Van Ness at Pine	2162	3046	1.41	1955	2742	1.40
6. California at Taylor	1835	2847	1.55	1040	1418	1.36
7. Columbus at Broadway	1230	1812	1.48	1104	1480	1.34
8. Embarcadero at Broadway	1424	2039	1.43	1375	2284	1.67
9. Fifth at Harrison, Bay Bridge	358	607	1.69			
10. First Street Ramp, Bay Bridge	276	451	1.68			
Total A. M. Rush	15067	22936		11009	15929	
Weighted Average			1.52			1.45

## BASE PERIOD

1. Third at Townsend	1248	2117	1.70	948	1445	1.52
2. Potrero at Division	2405	3871	1.61	1831	2951	1.61
3. Market at Gough	1852	2768	1.49	2029	2993	1.47
4. Golden Gate at Gough	1285	1711	1.33	1049	1530	1.46
5. Van Ness at Pine	1795	2628	1.46	2151	3132	1.46
6. California at Taylor	1366	1949	1.41	1163	1668	1.44
7. Columbus at Broadway	974	1312	1.35	1065	1502	1.51
8. Embarcadero at Broadway	827	1338	1.62	1336	1985	1.49
9. Fifth at Harrison, Bay Bridge	769	1292	1.68			
Total Base	12542	18986		11572	17206	
Weighted Average			1.51			1.49

## P. M. RUSH

1. Third at Townsend	951	1655	1.74	1207	1786	1.48
2. Potrero at Division	2283	3794	1.65	2572	4276	1.66
3. Market at Gough	1710	2658	1.55	2964	4735	1.60
4. Golden Gate at Gough	950	1310	1.38	1552	2645	1.70
5. Van Ness at Pine	1781	2703	1.51	1973	3017	1.53
6. California at Taylor	1342	1934	1.44	1437	2595	1.80
7. Columbus at Broadway	773	1046	1.35	1450	2483	1.71
8. Embarcadero at Broadway	895	1435	1.66	2367	4173	1.76
9. Fifth at Harrison, Bay Bridge						
10. First Street Ramp, Bay Bridge	207	307	1.48			
Total P. M. Rush	10888	16892		15522	25710	
Weighted Average			1.55			1.65
Grand Total	38497	58814		36103	58845	
Weighted Average			1.53			1.55

Grand Total (In and Out) 76600 Vehicles 117659 Persons  
Persons per Car (Total Weighted Average) 1.54



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On THE EMBARCADERO between Broadway and Pacific, Monday 27 October, 1947

30 Min Period Ending	E N T E R I N G					Total Entering	L E A V I N G					Total Leaving
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	342	2	40	5		389	323	3	45	5		376
8:00	569	3	53	4		629	423	12	83	4		522
8:30	479	12	110	5		606	257	10	171	5		443
9:00	334	10	121	2		467	196	10	179	4		389
9:30	110	1	150	4		265	160	7	161	3		331
10:00	155	10	138	3		306	160	8	117	3		288
10:30	163	4	145	3		315	158	8	138	2		306
11:00	158	9	160	2		329	161	15	158	3		337
11:30 am	165	15	117	3		300	170	7	150	3		330
12:00	187	14	150	3		354	236	7	109	2		354
12:30 pm	156	12	67	3		238	231	17	89	4		341
1:00	182	10	76	3		271	202	5	75	1		283
1:30	228	10	95	3		342	180	6	170	3		359
2:00	202	5	132	3		342	148	7	128	2		285
2:30	221	7	146	2		376	170	2	137	3		312
3:00	222	6	252	3		483	163	4	132	3		302
3:30	260	2	135	3		400	128	3	114	3		248
4:00	226	7	186	3		422	153	3	183	4		343
4:30	333	6	108	5		452	153	5	77	3		238
5:00	427	5	109	4		545	310	8	80	4		402
5:30	310	4	67	4		385	314	13	120	5		452
6:00	171	2	32	5		210	89	7	33	4		133
6:30	136	6	32	4		178	61	1	19	3		84
7:00	83	9	19	3		114	43	2	13	2		60
Total	5819	171	2840	82		8712	4589	170	2681	78		7518





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On DRUMM between Broadway and Pacific, Tuesday 28 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	3	3	1	3	6	6		11			17
8:00	2		1	3	3	16		12			28
8:30	4		3	7	5	24		21			45
9:00	4	1		5	3	21		29			50
9:30	2			2	2	22		22			44
10:00		2		2	2	16	1				28
10:30				0	0	11		17			28
11:00	8		1	9	9	17		21			38
11:30 am	4		3	7	7	15		13			28
12:00	1		1	2	2	24	2				42
12:30 pm	2	3		5	5	35		16			45
1:00	2		1	3	3	10		10	6		16
1:30	2	1		3	3	28		22			50
2:00	4	9		13	13	9	1				26
2:30	4	3		7	7	14		14			28
3:00	3	2		5	5	35		17			52
3:30	2	4		6	6	27		14			41
4:00	1	3		4	4	5		13			18
4:30	7	1		8	8	28	1	19			48
5:00	3	3		6	6	46		8			54
5:30	3		1	4	4	61		5			66
6:00	1	1		3	3	35		7			42
6:30	1	1		2	2	14		2			16
7:00	2			2	2	6	2				8
Total	65	1	48	114	114	525	7	326			858

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Table No. 1



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On DAVIS between Pacific and Broadway, Monday 27 October, 1947

M E T R O P O L I T A N T R A F F I C D I S T R I C T												
O N E - W A Y S T R E E T												
E N T E R I N G												
L E A V I N G												
30 Min	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
Ending												
7:30 am	6	0	16			22						
8:00	15	0	20			35						
8:30	10	0	15			25						
9:00	10	0	20			30						
9:30	13	0	19			32						
10:00	10	0	19			29						
10:30	16	0	30			46						
11:00	14	1	17			32						
11:30 am	11	0	18			29						
12:00	11	0	23			34						
12:30 pm	10	0	8			18						
1:00	13	0	6			19						
1:30	18	0	20			38						
2:00	11	0	17			28						
2:30	11	0	17			28						
3:00	16	0	18			34						
3:30	18	1	19			38						
4:00	18	0	12			30						
4:30	8	0	6			14						
5:00	29	0	21			50						
5:30	29	0	6			35						
6:00	7	1	3			11						
6:30	5	0	0			5						
7:00	5	1	1			7						
Total	320	4	351			675						

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METROPOLITAN TRAFFIC DISTRICT

ONE-WAY STREET

ENTERING



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FRONT between Broadway and Pacific, Monday 27 October, 1947

ENTERING							LEAVING						
30 Min Period Ending	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving	
7:30 am	1					1	17	0	10			27	
8:00	15		0			15	26	0	30			56	
8:30	6		0			6	25	0	17			42	
9:00	6		0			6	20	0	14			34	
9:30	7		0			7	27	0	20			47	
10:00	10		0			10	11	0	49			60	
10:30	4		2			6	39	0	42			81	
11:00	0	0	3			3	28	1	20			49	
11:30 am	0	1	2			3	48	1	28			77	
12:00	1	0	10			11	47	1	33			81	
12:30 pm	1	0	3			4	42	0	15			57	
1:00	5	0	0			5	22	0	24			46	
1:30	7	0	6			13	28	1	29			58	
2:00	5	0	6			11	27	1	21			49	
2:30	4	0	5			9	30	1	28			59	
3:00	4	0	3			7	27	1	23			51	
3:30	7	0	5			12	32	2	31			65	
4:00	4	0	1			5	62	1	27			90	
4:30	6	0	0			6	69	1	12			82	
5:00	6	0	2			8	150	2	27			179	
5:30	11	0	5			16	190	3	20			213	
6:00	2	1	6			9	141	1	6			148	
6:30	2	1	0			3	52	1	2			55	
7:00	0	0	0			0	35	1	2			38	
Total	114	3	59			176	1195	19	530			1744	

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City and County of San Francisco  
Technical Committee, ATF Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BATTERY between Broadway and Pacific, Monday 27 October, 1947

30 Min Period Ending	ENTERING				LEAVING			
	Pas- enger Autos	Taxi- cabs	Transit Vehicles	Out-of Town Buses	Pas- enger Autos	Taxi- cabs	Transit Vehicles	Out-of Town Buses
7:30 am	56		3	8				
8:00	116	1	2	20				
8:30	147	1	3	26				
9:00	128	1	2	11				
9:30	64		4	7				
10:00	42	2	3					
10:30	56	5	3					
11:00	38	1	2					
11:30 am	69	2	3					
12:00	52	2	2					
12:30 pm	42	2	4					
1:00	38	3	2					
1:30	45	1	3					
2:00	66	2	4					
2:30	61		2					
3:00	59	2	3					
3:30	51		4					
4:00	55		3					
4:30	90		4					
5:00	183	4	6					
5:30	83	4	5					
6:00	33	1	2					
6:30	14	2	0					
7:00	8							
Total	1596	36	73	72				

METROPOLITAN TRAFFIC DISTRICT

ONE-WAY STREET

ENTERING





City and County of San Francisco  
Technical Committee, ATP Council

GORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SANSOME between Broadway and Pacific, Monday 27 October, 1947

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ENTERING						LEAVING					
Pas-senger Autos		Taxi-cabs		Trucks		Local Transit Vehicles		Out-of-Town Buses		Total Vehicles Leaving	
30 Min	Ending	7:30 am	8:00	8:30	9:00	9:30	0:00	0:30	1:00	1:30 am	2:00
2:30 pm	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	Total
METROPOLITAN TRAFFIC DISTRICT											
LEAVING											
ONE-WAY STREET											
65	5	11	125	10	23	42	41	40	41	37	43
105	6	42	95	7	4	2	6	3	2	3	33
71	4	40	80	2	3	3	63	67	73	61	79
80	6	37	65	6	4	4	83	61	79	80	59
63	3	44	67	5	33	22	13	48	31	22	37
61	4	33	73	4	22	3	13	48	31	22	37
79	5	48	80	6	31	4	13	48	31	22	37
80	7	31	59	6	22	3	105	102	117	133	183
59	1	37	65	6	33	4	117	133	183	289	147
74	6	32	90	5	30	4	1	4	18	8	6
90	1	18	144	2	6	2	22	20	1	0	0
250	2	8	115	2	6	2	0	0	0	0	0
45	3	2	22	7	1	1	658	79	66	2971	
22	7	1	2056	112	658	79	66	2971			



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MONTGOMERY between Broadway and Pacific, Monday 27 October, 1947

30 Min Period Ending	E N T E R I N G					Total
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	15	2	1			18
8:00	39	0	6			45
8:30	35	3	12			50
9:00	34	1	19			54
9:30	16	0	11			27
10:00	30	0	19			49
10:30	23	1	12			36
11:00	22	2	12			36
11:30 am	22	1	13			36
12:00	29	1	17			47
12:30 pm	39	1	2			42
1:00	29	1	6			36
1:30	37	2	7			46
2:00	21	3	7			31
2:30	15	0	12			27
3:00	24	1	13			38
3:30	17	1	7			25
4:00	34	1	5			40
4:30	37	2	9			48
5:00	25	3	4			32
5:30	42	3	1			46
6:00	14	4	0			18
6:30	7	3	0			10
7:00	12	3	0			15
Total	618	39	195			852



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On KEARNY between Broadway and Pacific, Monday 27 October, 1947

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	3	1	1	15		20
8:00	6	2	2	15		25
8:30	6	0	4	20		30
9:00	7	1	4	24		36
9:30	10	1	2	17		30
10:00	8	1	5	9		23
10:30	12	1	10	8		31
11:00	7	1	4	8		20
11:30 am	11	4	4	9		28
12:00	13	2	5	7		27
12:30 pm	19	4	1	8		30
1:00	24	4	4	6		38
1:30	20	1	15	11		47
2:00	16	5	8	7		36
2:30	10	0	3	12		25
3:00	8	0	7	11		26
3:30	15	2	6	10		34
4:00	11	1	4	10		26
4:30	15	1	6	15		37
5:00	10	1	2	14		27
5:30	15	1	1	14		31
6:00	12	2	3	19		36
6:30	11	5	0	12		28
7:00	6	4	2	5		17
Total	275	43	103	287		708









City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GRANT between Broadway and Pacific, Monday 27 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G				
	Pas- enger Autos	Taxi- cabs	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	13	1	5	19	19	7	2	0	9	9
8:00	18	0	1	19	19	18	2	5	25	25
8:30	19	1	6	26	26	5	1	7	13	13
9:00	20	2	4	26	26	14	0	3	17	17
9:30	25	2	8	35	35	17	1	6	26	26
10:00	21	0	4	25	25	18	2	2	26	26
10:30	16	0	12	28	28	13	0	8	21	21
11:00	17	0	5	22	22	15	1	10	26	26
11:30	35	3	4	42	42	22	5	3	30	30
12:00	30	2	12	44	44	14	3	9	26	26
12:30 pm	22	0	3	25	25	21	0	6	27	27
1:00	21	4	5	30	30	22	2	12	36	36
1:30	26	2	13	41	41	20	2	10	32	32
2:00	21	1	8	30	30	12	2	12	26	26
2:30	30	1	7	38	38	11	1	10	22	22
3:00	27	2	6	37	37	15	1	13	29	29
3:30	20	1	9	30	30	22	1	9	32	32
4:00	21	1	10	32	32	18	0	6	24	24
4:30	24	3	12	39	39	19	0	9	28	28
5:00	33	0	20	53	53	18	1	5	24	24
5:30	33	2	1	36	36	25	1	3	29	29
6:00	26	1	5	32	32	52	5	3	60	60
6:30	25	1	2	28	28	30	3	3	36	36
7:00	26	5	3	34	34	25	7	3	35	35
Total	574	35	167	776	776	453	43	163	659	659



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On STOCKTON between Broadway and Pacific, Monday 27 October, 1947

30 Min Period Ending	ENTERING					LEAVING					Page No. Table	No. 25
	Pas- senger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses.	Total Vehicles Entering	Pas- senger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles		
7:30 am	27	2	6	8		43	20	6	10	5		41
8:00	54	2	4	11		71	49	5	4	7		65
8:30	31	4	6	10		51	50	5	26	6		87
9:00	78	7	20	7		112	39	1	27	13		80
9:30	42	3	18	10		73	37	3	17	7		64
10:00	68	3	21	6		98	38	5	23	10		76
10:30	49	3	25	7		84	42	2	25	7		76
11:00	57	7	11	8		83	51	4	25	6		86
11:30 am	50	7	23	7		87	45	7	25	8		85
12:00	27	4	11	7		49	56	5	23	7		91
12:30 pm	43	2	22	7		74	61	9	17	7		94
1:00	33	3	14	8		58	67	5	10	7		89
1:30	65	2	20	7		94	53	4	18	7		82
2:00	56	9	22	7		94	55	6	29	8		98
2:30	54	10	28	9		101	59	5	21	7		92
3:00	72	8	23	7		110	56	3	20	8		87
3:30	67	3	21	7		98	62	7	25	7		101
4:00	70	6	18	12		106	51	9	29	7		96
4:30	44	3	18	12		100	54	3	21	12		90
5:00	75	4	9	12		96	72	9	14	7		102
5:30	71	7	9	9		80	97	5	5	14		121
6:00	66	4	3	7		74	79	13	10	12		114
6:30	51	9	6	8		74	88	16	4	9		117
7:00	59	9	5	6		79	77	18	5	9		109
Total	1309	121	363	199		1992	1358	155	433	197		2143

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Table No. 17



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On PACIFIC AVE. between Powell and Stockton, Monday 27 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G		
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs
7:30 am	85	4	12			101	14	1
8:00	175	4	22			201	30	0
8:30	230	8	37			275	37	4
9:00	174	6	21			201	43	3
9:30	81	2	27			110	37	1
10:00	74	5	26			105	46	4
10:30	82	5	26			113	42	3
11:00	75	6	22			103	28	0
11:30 am	71	8	30			109	46	1
12:00	61	6	29			96	63	2
12:30 pm	54	7	15			76	50	2
1:00	56	0	13			69	43	1
1:30	59	3	26			88	49	2
2:00	85	6	29			120	61	3
2:30	69	5	26			100	70	2
3:00	83	6	25			114	63	1
3:30	83	8	32			123	67	2
4:00	86	0	25			111	74	5
4:30	78	4	19			101	72	2
5:00	89	6	16			111	170	10
5:30	86	8	8			102	235	6
6:00	71	4	15			90	176	3
6:30	67	12	5			84	80	5
7:00	57	14	4			75	48	8
Total	2134	137	510			2781	1644	71

30 Min Period Ending	E N T E R I N G					L E A V I N G		
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving	Pas- enger Autos	Taxi- cabs
7:30 am	85	4	12			101	14	1
8:00	175	4	22			201	30	0
8:30	230	8	37			275	37	4
9:00	174	6	21			201	43	3
9:30	81	2	27			110	37	1
10:00	74	5	26			105	46	4
10:30	82	5	26			113	42	3
11:00	75	6	22			103	28	0
11:30 am	71	8	30			109	46	1
12:00	61	6	29			96	63	2
12:30 pm	54	7	15			76	50	2
1:00	56	0	13			69	43	1
1:30	59	3	26			88	49	2
2:00	85	6	29			120	61	3
2:30	69	5	26			100	70	2
3:00	83	6	25			114	63	1
3:30	83	8	32			123	67	2
4:00	86	0	25			111	74	5
4:30	78	4	19			101	72	2
5:00	89	6	16			111	170	10
5:30	86	8	8			102	235	6
6:00	71	4	15			90	176	3
6:30	67	12	5			84	80	5
7:00	57	14	4			75	48	8
Total	2134	137	510			2781	1644	71









City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On WASHINGTON between Powell and Stockton, Monday 27 October, 1947

Table No. 20

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering Vehicles	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving Vehicles
7:30 am	17	0	4	43	21	85	7	0	1	1	8	15
8:00	42	2	4	73	55	176	9	1	5	10	20	44
8:30	65	2	6	73	55	201	9	1	10	20	20	59
9:00	42	3	10	55	39	149	15	0	5	15	15	45
9:30	23	4	7	39	46	99	11	0	4	17	17	45
10:00	38	1	7	44	44	132	11	1	5	17	24	58
10:30	26	2	16	44	25	113	13	0	4	17	24	58
11:00	19	2	4	25	20	68	16	1	8	27	27	71
11:30 am	13	1	6	20	35	75	17	1	10	28	28	65
12:00	29	0	6	35	27	97	13	1	7	21	21	52
12:30 pm	23	1	3	27	29	83	32	3	6	41	41	86
1:00	20	2	7	29	28	86	17	1	2	20	20	59
1:30	21	0	7	29	23	80	16	0	3	19	19	55
2:00	49	1	19	69	53	191	20	1	3	23	23	67
2:30	41	1	11	53	26	142	21	2	3	31	31	85
3:00	15	3	8	26	57	99	21	2	6	26	26	71
3:30	45	4	9	30	49	137	25	2	7	33	33	77
4:00	19	2	12	44	36	113	25	1	8	56	56	115
4:30	33	4	4	44	33	118	48	1	7	33	33	77
5:00	36	4	4	44	36	124	42	4	8	54	54	118
5:30	33	0	3	36	23	95	43	0	2	45	45	93
6:00	29	1	3	33	23	90	28	2	1	31	31	82
6:30	22	0	1	23	23	73	23	2	2	27	27	55
7:00	28	2	2	32	32	74	23	0	0	23	23	46
Total	733	42	167	942	942	3000	507	27	116	650	650	1327



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On CLAY between Powell and Stockton, Monday 27 October, 1947

30 Min Period Ending	ENTERING					Total Entering	LEAVING					Total Leaving
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	25	1	1	4		31						
8:00	55	7	8	5		75						
8:30	117	9	5	5		136						
9:00	103	5	14	5		127						
9:30	37	8	9	3		57						
10:00	36	2	11	3		52						
10:30	33	3	9	2		47						
11:00	38	5	10	3		56						
11:30 am	30	9	12	2		53						
12:00	21	6	11	3		41						
12:30 pm	40	4	13	2		59						
1:00	30	7	11	3		51						
1:30	31	3	7	2		43						
2:00	46	6	9	2		63						
2:30	45	2	14	3		64						
3:00	44	6	11	2		63						
3:30	41	2	16	4		63						
4:00	54	6	10	4		74						
4:30	42	6	12	5		65						
5:00	68	5	9	4		86						
5:30	59	1	10	6		76						
6:00	46	5	8	5		64						
6:30	27	4	3	3		37						
7:00	33	0	2	19		54						
Total	1101	112	225	99		1537						

ONE-WAY STREET

ENTERING

METROPOLITAN TRAFFIC DISTRICT

ONE-WAY STREET

ENTERING

METROPOLITAN TRAFFIC DISTRICT



CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SACRAMENTO between Stockton and Powell, Monday 27 October, 1947

30 Min Period Ending	E N T E R I N G				L E A V I N G			
	Pas- enger Autos	Taxi- cabs	Trucks	Out-of Town Vehicles Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks
7:30 am	17	0	2	5	24	17	0	2
8:00	31	0	3	4	38	31	0	3
8:30	24	5	6	5	40	24	5	6
9:00	33	8	6	3	50	33	8	6
9:30	16	6	10	3	35	16	6	10
10:00	20	2	15	3	40	20	2	15
10:30	26	1	9	2	38	26	1	9
11:00	27	2	14	3	46	27	2	14
11:30 am	33	2	8	2	45	33	2	8
12:00	31	9	11	3	54	31	9	11
12:30 PM	56	4	12	2	74	56	4	12
1:00	26	3	8	2	39	26	3	8
1:30	39	0	8	3	50	39	0	8
2:00	48	4	8	2	62	48	4	8
2:30	37	7	5	3	52	37	7	5
3:00	31	5	10	2	48	31	5	10
3:30	47	2	12	3	64	47	2	12
4:00	55	7	10	3	75	55	7	10
4:30	71	6	9	6	92	71	6	9
5:00	133	8	7	5	153	133	8	7
5:30	187	8	3	5	203	187	8	3
6:00	122	6	5	4	137	122	6	5
6:30	46	7	1	4	58	46	7	1
7:00	35	2	1	2	40	35	2	1
Total	1191	104	183	79	1557	1191	104	183

METROPOLITAN TRAFFIC DISTRICT

LEAVING

ONE-WAY STREET



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On POWELL between Sacramento and California, Monday 27 October, 1947

30 Min Period Ending	ENTERING					Total Vehicles Entering	LEAVING					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	11	2	2	6		21	19	1	1	6		27
8:00	47	2	6	9		64	36	1	3	8		48
8:30	54	3	4	11		72	41	2	5	10		58
9:00	61	2	20	9		92	23	1	13	8		45
9:30	36	5	8	11		60	25	2	7	12		46
10:00	44	1	8	10		63	32	0	10	10		52
10:30	46	1	12	10		69	31	3	14	9		57
11:00	57	2	16	10		85	33	1	15	11		60
11:30 am	48	0	14	12		74	53	2	16	7		78
12:00	48	6	11	10		75	43	5	10	10		68
12:30 pm	55	6	9	10		80	43	4	12	10		69
1:00	61	5	9	13		88	36	3	11	12		62
1:30	36	0	9	11		57	44	4	6	12		66
2:00	53	3	12	12		80	39	2	14	11		66
2:30	46	3	11	13		73	41	1	10	13		65
3:00	46	3	10	11		70	30	5	12	10		57
3:30	55	1	14	10		80	33	2	10	12		69
4:00	70	5	14	14		103	39	5	13	12		67
4:30	59	3	10	13		85	42	4	7	14		65
5:00	88	1	8	15		112	39	8	3	15		65
5:30	64	3	9	14		90	40	4	2	12		58
6:00	59	4	4	11		78	41	10	5	12		68
6:30	43	4	4	7		58	49	13	2	11		75
7:00	54	5	3	9		71	34	13	1	10		58
Total	1241	70	228	261		1800	886	96	202	257		1441





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MASON between Sacramento and California, Tuesday 28 October, 1947

30 Min Period Ending	ENTERING				LEAVING							
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	6	0	0	6		6	4	4	1			9
8:00	8	4	1	13		13	27	3	5			35
8:30	4	0	0	4		4	7	0	3			10
9:00	15	4	4	23		23	22	7	3			32
9:30	21	1	10	32		32	12	5	4			21
10:00	14	3	1	18		18	16	8	5			29
10:30	16	1	3	20		20	26	3	4			33
11:00	15	2	6	23		23	22	6	5			33
11:30 am	19	7	12	38		38	39	3	5			47
12:00	12	6	2	20		20	33	8	1			42
12:30 pm	33	5	6	44		44	91	24	11			126
1:00	12	7	11	30		30	38	11	3			52
1:30	18	2	3	23		23	56	6	5			67
2:00	25	8	8	41		41	67	14	16			97
2:30	43	11	9	63		63	72	22	16			110
3:00	34	7	6	47		47	53	14	17			84
3:30	33	6	6	45		45	48	9	6			63
4:00	35	8	8	51		51	55	12	22			89
4:30	43	3	18	64		64	68	23	13			104
5:00	48	16	6	70		70	74	25	18			117
5:30	40	8	3	51		51	44	23	13			80
6:00	39	11	4	54		54	78	23	2			103
6:30	38	23	2	63		63	55	17	4			76
7:00	28	21	1	50		50	37	33	2			72
Total	599	164	130	893		893	1044	303	184			1531



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On CALIFORNIA between Taylor and Mason, Tuesday 28 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G				
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Total Entering Vehicles	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Total Leaving Vehicles
7:30 am	153	26	10	6	195	26	9	5	4	44
8:00	310	30	10	8	358	74	11	15	7	107
8:30	482	60	33	10	585	100	46	22	10	178
9:00	387	63	27	9	486	102	32	17	9	160
9:30	255	59	26	7	347	95	30	25	8	158
10:00	188	59	27	7	281	69	37	14	7	127
10:30	225	50	38	7	320	115	29	30	7	181
11:00	185	50	34	6	275	112	34	36	7	189
11:30 am	150	64	38	7	263	125	33	28	6	192
12:00	165	64	27	7	295	120	39	23	7	189
12:30 pm	205	57	26	7	333	153	47	22	7	229
1:00	108	47	19	6	180	130	33	15	6	184
1:30	156	47	24	6	233	111	25	21	7	164
2:00	167	40	35	7	249	126	20	26	6	178
2:30	147	31	24	7	209	125	28	30	7	190
3:00	163	42	23	7	245	162	31	24	7	224
3:30	128	41	25	7	201	140	24	27	7	198
4:00	213	54	37	6	310	160	24	18	6	203
4:30	230	43	23	10	311	194	31	24	9	253
5:00	245	52	25	10	332	335	35	17	8	395
5:30	184	52	10	8	254	437	32	18	5	492
6:00	133	59	6	3	256	312	47	6	11	376
6:30	146	71	6	4	227	172	42	3	3	220
7:00	164	74	3	2	243	119	40	2	4	165
Total	4949	1206	561	164	6880	3614	759	463	165	5006



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On PINE between Taylor and Mason, Tuesday, 23 October, 1947

Page No. 34  
Table No. 26

E N T E R I N G						L E A V I N G						
30 Min	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am							36	3	10			49
8:00							112	2	5			119
8:30							140	11	17			168
9:00							157	15	19			191
9:30							133	16	34			183
10:00							110	18	26			154
10:30							77	26	31			134
11:00							114	15	33			162
11:30 am							107	20	28			155
12:00							128	29	18			175
12:30 pm							148	44	28			220
1:00							135	23	18			176
1:30							138	42	23			203
2:00							128	43	22			193
2:30							182	57	36			275
3:00							161	38	33			232
3:30							180	26	32			238
4:00							143	33	26			207
4:30							183	36	22			246
5:00							435	67	36			538
5:30							683	52	23			758
6:00							576	42	14			632
6:30							293	17	7			317
7:00							109	12	3			124
Total							4668	692	544			5904

M E T R O P O L I T A N T R A F F I C D I S T R I C T					
O N E - W A Y S T R E E T					
L E A V I N G					

METROPOLITAN TRAFFIC DISTRICT

ONE-WAY STREET

LEAVING



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TAYLOR between Pine and Bush, Tuesday, 28 October 1947

Table No. 2

L E A V I N G													
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
30 Min Period Ending	26	5	0	31		31		6	8	1			15
7:30 am	40	3	2	45		45		20	7	7			34
8:00	52	7	5	64		64		25	11	3			39
8:30	44	11	4	59		59		29	10	11			50
9:00	36	7	7	50		50		36	16	8			60
9:30	30	6	7	43		43		30	15	9			54
10:00	37	8	10	55		55		31	12	11			54
10:30	40	13	7	60		60		41	9	7			57
11:00	30	9	7	46		46		42	12	15			69
11:30 am	44	16	8	68		68		41	17	6			64
12:00	41	26	2	69		69		47	19	5			71
12:30 pm	26	14	6	46		46		26	11	7			44
1:00	34	13	5	52		52		28	8	12			48
1:30	30	9	5	44		44		31	9	7			47
2:00	34	7	4	42		42		36	19	6			61
2:30	31	4	8	51		51		47	9	2			58
3:00	39	4	14	52		52		52	17	6			75
3:30	31	7	9	51		51		44	19	8			71
4:00	38	4	9	51		51		44	19	9			67
4:30	50	10	5	65		65		49	9	9			97
5:00	49	10	5	64		64		76	20	1			97
5:30	42	12	1	55		55		48	16	2			66
6:00	49	12	1	62		62		23	12	1			36
6:30	38	12	0	50		50		18	8	0			26
7:00	11	12	0	23		23		19	21	0			40
Total	888	237	122	1247		1247		845	314	144			1303





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On JONES between Pine and Bush, Tuesday, 23 October 1947

Page No. 36  
Table No. 28

30 Min Period Ending	ENTERING					Total Entering Vehicles	LEAVING					Total Leaving Vehicles
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	5	0	1	4		10	5	6	0	4		15
8:00	12	1	1	6		20	11	3	1	5		20
8:30	18	4	3	6		31	23	11	3	6		43
9:00	22	10	3	6		41	21	10	8	6		45
9:30	12	5	6	6		29	16	6	7	5		34
10:00	12	5	2	6		25	18	10	8	7		43
10:30	15	3	11	6		35	18	7	14	7		46
11:00	15	2	8	6		31	13	7	8	5		33
11:30 am	17	3	15	6		41	13	2	8	5		33
12:00	13	3	7	6		29	12	1	4	6		23
12:30 pm	17	2	5	6		30	25	2	5	7		39
1:00	18	3	5	6		32	9	5	5	5		24
1:30	21	0	5	6		32	18	4	5	6		33
2:00	16	4	6	5		31	19	1	5	5		30
2:30	20	4	6	6		36	18	4	3	5		30
3:00	27	1	3	7		38	26	2	3	7		38
3:30	28	2	9	8		47	21	2	4	8		35
4:00	18	4	1	7		30	19	1	5	8		33
4:30	24	2	4	10		40	28	0	2	8		38
5:00	39	4	3	8		54	42	4	5	7		58
5:30	62	4	4	8		78	49	5	2	8		64
6:00	46	7	4	7		64	47	6	2	8		63
6:30	63	8	6	5		82	30	4	1	6		41
7:00	14	7	0	4		25	63	4	5	5		77
Total	554	88	118	151		911	564	107	113	149		933



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On LEAVENWORTH between Pine and Bush, Tuesday 28 October 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	36	2	1	39		84	19	6	1	46		26
8:00	77	2	5	84		88	46	3	4	53		53
8:30	75	13				88	61	10	5	76		76
9:00	116	13	19	148		177	74	21	18	113		113
9:30	59	12	6	77		84	40	6	11	57		57
10:00	67	9	7	83		84	81	17	8	106		106
10:30	56	11	4	71		77	54	6	9	69		69
11:00	68	14	2	84		84	75	11	1	87		87
11:30 am	105	10	5	120		120	85	13	5	103		103
12:00	69	17	17	103		103	74	23	21	118		118
12:30 pm	72	13	12	97		97	82	18	18	118		118
1:00	57	18	7	82		82	53	17	9	79		79
1:30	58	7	9	74		74	73	13	7	93		93
2:00	78	15	18	111		111	71	18	21	110		110
2:30	75	16	15	106		106	93	13	15	121		121
3:00	73	14	20	107		107	84	21	8	113		113
3:30	54	19	14	87		87	94	17	17	128		128
4:00	73	11	13	97		97	89	29	25	143		143
4:30	63	19	11	93		93	100	14	8	122		122
5:00	79	14	12	105		105	110	8	15	133		133
5:30	89	18	10	117		117	168	20	6	194		194
6:00	81	15	5	101		101	168	17	4	189		189
6:30	56	11	5	72		72	114	32	5	151		151
7:00	49	9	1	59		59	80	22	2	104		104
Total	1695	302	213	2205		2205	1965	375	243	2606		2606



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HYDE between Pine and Bush, Tuesday 28 October, 1947

Page No. 38  
Table No. 30

30 Min Period Ending	ENT E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	25	5	8	38		38	20	9	3			32
8:00	51	1	6	58		58	35	8	4			47
8:30	59	7	9	75		75	36	11	12			59
9:00	46	6	11	63		63	36	21	17			74
9:30	38	11	16	65		65	19	22	17			58
10:00	37	11	10	58		58	42	18	16			76
10:30	43	6	13	62		62	39	20	20			79
11:00	45	4	19	68		68	39	14	14			67
11:30 am	42	11	12	65		65	40	17	24			81
12:00	42	10	11	63		63	49	8	10			67
12:30 pm	36	9	7	52		52	47	17	8			72
1:00	69	14	10	93		93	43	16	11			70
1:30	70	15	15	100		100	52	10	9			71
2:00	118	14	17	149		149	52	20	13			85
2:30	34	18	12	64		64	74	13	7			94
3:00	67	15	10	92		92	53	16	25			94
3:30	82	7	10	99		99	84	11	15			110
4:00	70	10	9	89		89	64	10	15			89
4:30	81	12	9	102		102	73	13	12			98
5:00	82	6	5	93		93	117	18	13			148
5:30	72	7	4	83		83	141	19	5			165
6:00	64	7	2	73		73	144	11	6			161
6:30	40	8	3	51		51	63	10	3			76
7:00	44	8	1	53		53	60	13	2			75
Total	1357	222	229	1803		1803	1422	345	23			2048



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On LARKIN between Pine and Bush, Tuesday 23 October, 1947

Page No. 39  
Table No. 31

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering	L E A V I N G					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	74	1	1	76		76	31	8	4			43
8:00	105	6	10	121		126	90	5	19			116
8:30	108	3	15	126		144	90	10	24			124
9:00	122	5	17	144		144	57	7	36			100
9:30	97	3	37	137		137	67	5	33			105
10:00	97	8	21	126		136	75	6	32			113
10:30	80	5	25	110		110	70	5	30			105
11:00	97	5	25	127		127	78	9	38			125
11:30 am	85	6	24	115		105	74	8	42			124
12:00	85	2	18	105		100	76	8	33			117
12:30 pm	84	6	10	100		114	95	16	30			141
1:00	85	9	20	114		58	100	13	27			140
1:30	43	2	13	58		111	74	11	19			104
2:00	76	6	29	111		116	84	5	19			103
2:30	91	7	18	116		110	102	14	27			143
3:00	78	7	25	110		96	91	13	23			137
3:30	62	6	28	96		104	104	9	36			149
4:00	79	6	24	109		117	117	14	26			157
4:30	80	9	38	127		129	117	9	23			166
5:00	99	4	25	128		148	129	9	23			178
5:30	122	4	11	137		203	148	14	16			233
6:00	97	8	8	113		113	203	12	13			177
6:30	60	13	5	78		86	154	10	13			127
7:00	41	7	6	54		67	113	12	2			61
Total	2047	138	453	2638		2638	2276	239	573			3093





CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FOLK between Pine and Bush, Tuesday 23 October, 1947

E N T E R I N G										L E A V I N G				
30 Min Period Ending	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving		
7:30 am	82	11	9	7		109	60	13	17	10		100		
8:00	170	23	21	7		221	108	13	33	8		162		
8:30	97	21	25	8		151	74	16	41	7		138		
9:00	115	14	34	8		171	75	10	50	8		143		
9:30	94	13	52	6		165	75	13	45	4		137		
10:00	121	17	50	4		192	105	13	44	2		169		
10:30	74	20	33	2		129	96	17	33	5		156		
11:00	123	11	45	5		184	100	17	45	2		164		
11:30 am	108	19	61	3		191	106	9	47	4		166		
12:00	110	31	40	4		185	120	9	23	3		155		
12:30 pm	75	28	16	3		122	130	7	19	3		159		
1:00	72	14	13	4		103	69	3	22	3		97		
1:30	123	23	26	4		176	115	5	35	4		159		
2:00	110	23	28	4		165	115	8	30	4		157		
2:30	106	33	41	4		184	100	2	40	6		148		
3:00	120	28	47	6		201	120	6	32	6		164		
3:30	83	23	46	6		163	105	5	27	8		145		
4:00	98	29	30	8		165	117	4	21	8		150		
4:30	143	27	29	7		206	140	6	28	7		181		
5:00	131	31	20	8		190	165	6	32	6		209		
5:30	121	41	11	5		173	220	5	13	6		244		
6:00	113	34	9	6		162	130	7	23	9		219		
6:30	103	33	7	10		153	140	9	8	5		162		
7:00	88	35	8	4		135	85	9	6	5		105		
Total	2535	590	701	133		4009	2720	217	719	133		3789		



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On VAN NESS between Pine and Bush, Tuesday 28 October, 1947

Page No. 41  
Table No. 33

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	251	9	18	12	7	297	124	12	25	18	5	184
8:00	422	9	41	14	5	491	319	13	44	15	5	396
8:30	373	3	35	13	9	433	250	6	65	13	5	339
9:00	402	10	55	13	7	487	223	5	83	12	5	328
9:30	337	9	47	18	4	415	248	6	80	11	3	348
10:00	362	16	56	9	6	449	120	6	66	9	5	206
10:30	320	11	74	10	5	420	274	7	48	10	3	342
11:00	351	15	74	9	4	453	322	5	74	8	7	416
11:30 am	356	17	65	7	4	449	325	13	77	9	2	426
12:00	283	14	58	10	5	370	299	12	65	10	5	391
12:30 pm	318	15	41	8	3	385	332	19	38	10	3	402
1:00	342	13	54	11	5	425	305	7	55	9	8	384
1:30	332	7	40	9	4	392	295	13	60	12	2	382
2:00	426	5	58	10	4	503	316	13	67	10	6	412
2:30	365	9	67	10	3	454	303	11	53	8	4	379
3:00	379	8	52	10	3	452	301	3	48	12	6	370
3:30	433	6	69	13	3	524	357	10	62	18	5	452
4:00	362	15	56	14	4	451	324	11	63	15	6	479
4:30	419	6	41	13	4	483	363	15	30	20	6	434
5:00	478	10	35	15	6	544	475	14	25	12	11	537
5:30	379	9	28	13	6	435	471	8	17	15	14	525
6:00	256	13	7	17	6	299	386	12	12	11	5	426
6:30	230	11	10	20	4	275	336	21	15	14	3	389
7:00	227	16	3	18	4	268	272	29	19	7	6	333
Total	2403	256	1084	296	115	10154	7400	271	1191	288	130	9280



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FRANKLIN between Pine and Bush, Tuesday 28 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	109	2	11	122		122	74	2	10			86
8:00	250	5	11	266		266	159	7	20			186
8:30	255	5	14	274		274	103	7	29			139
9:00	183	6	20	209		209	97	1	21			119
9:30	146	7	23	176		176	77	10	33			120
10:00	115	10	23	148		148	89	5	27			121
10:30	135	4	26	165		165	134	6	35			176
11:00	110	3	30	143		143	89	5	23			117
11:30 am	124	7	41	172		172	112	6	42			160
12:00	117	6	26	149		149	93	3	19			115
12:30 pm	118	5	17	140		140	100	2	24			126
1:00	88	1	14	103		103	102	10	20			132
1:30	118	8	19	145		145	109	4	23			136
2:00	104	7	25	136		136	111	9	23			143
2:30	115	11	30	156		156	99	8	22			129
3:00	120	7	32	159		159	131	4	25			160
3:30	129	6	32	167		167	135	5	27			167
4:00	133	6	26	165		165	151	8	25			184
4:30	168	5	29	202		202	171	9	20			200
5:00	245	7	25	277		277	223	15	23			261
5:30	166	10	17	193		193	352	9	14			375
6:00	146	7	6	159		159	318	16	10			344
6:30	111	7	4	122		122	161	9	8			178
7:00	90	2	3	95		95	106	8	1			115
Total	3395	144	504	4043		4043	3296	168	530			3924



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BUSH between Gough and Franklin, Tuesday 28 October, 1947

30 Min Period Ending	ENTERING					LEAVING						
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	295	15	20			330						
8:00	695	7	19			721						
8:30	526	11	29			566						
9:00	424	10	42			476						
9:30	267	9	44			320						
10:00	218	12	30			260						
10:30	198	9	36			243						
11:00	238	9	33			280						
11:30 am	196	17	41			254						
12:00	205	16	32			253						
12:30 pm	165	16	19			200						
1:00	170	8	31			209						
1:30	198	10	32			240						
2:00	206	19	46			271						
2:30	194	21	31			246						
3:00	205	12	36			253						
3:30	217	22	31			270						
4:00	227	13	28			268						
4:30	248	13	31			292						
5:00	301	16	22			339						
5:30	219	17	16			252						
6:00	210	19	8			237						
6:30	163	20	8			191						
7:00	183	22	4			209						
Total	6168	343	669			7180						

METROPOLITAN TRAFFIC DISTRICT

ONE-WAY STREET

ENTERING





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SUTTER between Gough and Franklin, Wednesday 29 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	23	4	2	14	43	43	19	4	2	7		32
8:00	38	1	1	17	57	57	28	3	3	11		45
8:30	33	2	5	13	53	53	18	1	4	16		39
9:00	35	1	4	14	54	54	30	2	12	13		57
9:30	18	4	3	12	37	37	20	10	10	16		56
10:00	25	5	8	8	46	46	24	4	14	11		53
10:30	19	2	1	9	31	31	37	1	10	10		58
11:00	24	2	9	11	46	46	52	1	15	9		77
11:30 am	31	6	9	9	55	55	39	2	8	10		59
12:00	29	3	5	10	47	47	37	3	5	9		54
12:30 pm	13	1	2	10	26	26	37	1	8	10		58
1:00	18	3	6	9	36	36	49	3	8	9		69
1:30	39	9	6	9	63	63	59	4	6	10		79
2:00	43	9	11	10	73	73	51	4	11	9		75
2:30	37	5	8	10	60	60	58	2	12	10		82
3:00	30	4	5	9	48	48	46	3	14	10		73
3:30	30	5	5	10	50	50	53	2	6	8		69
4:00	33	4	5	10	52	52	58	3	8	10		79
4:30	41	10	7	14	72	72	63	2	8	12		85
5:00	26	4	3	21	54	54	73	5	4	12		94
5:30	28	12	7	13	60	60	75	2	2	15		94
6:00	30	15	3	9	57	57	63	7	1	13		89
6:30	5	3	0	6	14	14	62	4	6	12		84
7:00	19	4	2	5	30	30	40	0	2	10		52
Total	667	118	117	262	1164	1164	1033	73	179	267		1614



City and County of San Francisco  
Technical Committee, ATF Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On POST between Gough and Franklin, Wednesday 29 October, 1947

30 Min Period Ending	E N T E R I N G				L E A V I N G			
	Pas- enger Autos	Taxi- cabs	Trucks	Total	Local Transit Vehicles	Out-of Town Buses	Total	Local Transit Vehicles
7:30 am	237	15	12	264	47	5	10	62
8:00	442	14	18	474	128	8	12	148
8:30	376	10	23	409	103	3	28	134
9:00	299	15	33	347	136	7	22	165
9:30	210	10	21	241	117	8	22	147
10:00	211	10	30	251	115	12	25	152
10:30	123	17	21	161	111	7	17	135
11:00	181	7	25	213	88	8	19	115
11:30 am	158	11	27	196	140	7	27	174
12:00	138	8	18	164	168	7	26	201
12:30 pm	185	9	18	212	117	3	13	133
1:00	160	7	7	174	98	11	20	129
1:30	148	7	12	167	142	8	23	173
2:00	187	8	21	216	126	13	31	170
2:30	154	10	19	183	134	16	26	176
3:00	172	7	29	208	130	19	27	176
3:30	173	16	23	212	148	18	34	200
4:00	203	20	22	245	173	15	18	206
4:30	175	14	23	212	240	15	19	274
5:00	186	8	13	207	319	17	19	355
5:30	140	8	7	155	475	17	21	513
6:00	135	11	11	157	354	21	13	383
6:30	115	14	2	131	195	13	8	216
7:00	157	12	1	170	113	9	2	124
Total	4665	263	436	5369	3917	267	482	4666



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GEARY between Gough and Franklin, Wednesday 29 October, 1947

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Table No. 38

30 Min Period Ending	ENTERING					LEAVING						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	17	3	2	14	36	36	9	7	0	4		20
8:00	50	6	1	19	76	76	24	3	4	9		40
8:30	29	3	4	13	49	49	29	3	7	14		53
9:00	34	2	5	12	53	53	23	5	6	16		50
9:30	33	4	8	13	58	58	27	2	9	21		59
10:00	35	5	9	8	57	57	35	6	4	13		58
10:30	25	5	8	10	48	48	35	3	5	9		52
11:00	38	2	5	9	54	54	32	3	9	10		54
11:30 am	40	2	9	11	62	62	48	4	8	9		69
12:00	39	2	3	8	52	52	35	8	6	9		58
12:30 pm	24	3	7	11	45	45	38	0	6	10		54
1:00	37	2	11	9	59	59	45	5	8	10		68
1:30	45	6	7	11	69	69	40	2	10	10		62
2:00	35	6	9	12	62	62	41	1	10	8		60
2:30	42	7	12	10	71	71	32	5	7	11		55
3:00	53	7	13	13	86	86	35	3	6	10		54
3:30	49	2	7	18	76	76	21	0	8	10		39
4:00	48	1	12	16	77	77	49	3	10	10		72
4:30	39	8	9	22	78	78	41	2	6	11		60
5:00	56	9	7	15	87	87	52	0	5	20		77
5:30	41	13	1	15	70	70	49	1	2	12		64
6:00	29	11	0	9	49	49	54	2	3	20		79
6:30	34	13	0	12	61	61	49	2	0	24		75
7:00	42	16	7	8	73	73	34	2	2	17		55
Total	914	133	158	298	1508	1508	877	72	141	297		1387



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On O'FARRELL between Gough and Franklin, Wednesday 29 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	75	5	7	87		162	15	0	0	6		21
8:00	152	3	7	162		161	16	4	1	5		26
8:30	155	2	4	161		168	34	4	3	6		47
9:00	149	10	9	168			39	3	8	6		56
9:30	76	6	8	90			39	1	7	4		51
10:00	53	5	4	62			32	4	5	3		44
10:30	74	3	11	88			51	2	8	3		64
11:00	73	3	6	84			47	4	6	3		60
11:30 am	58	3	7	68			59	8	10	3		80
12:00	50	4	2	56			53	2	2	3		60
12:30 pm	44	2	5	51			59	5	4	2		70
1:00	60	4	6	70			33	6	4	2		45
1:30	53	8	12	73			57	2	6	3		68
2:00	54	6	6	66			62	5	9	4		80
2:30	52	10	9	71			58	4	8	3		73
3:00	46	5	11	62			42	8	4	2		56
3:30	63	8	7	78			56	5	4	5		70
4:00	53	9	6	68			67	8	8	6		89
4:30	57	4	8	69			73	11	12	6		102
5:00	62	4	12	78			103	9	9	5		131
5:30	53	3	5	61			164	12	13	6		195
6:00	51	8	3	62			173	23	11	5		212
6:30	42	3	1	46			71	17	3	4		95
7:00	24	2	2	28			43	6	3	2		54
Total	1634	122	153	1914			1451	153	148	97		1849





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On ELLIS between Gough and Franklin, Wednesday 29 October, 1947

Table No. 40

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering	L E A V I N G					Total Vehicles Leaving
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	48	1	2	5		56	12	4	1		17	
8:00	89	5	8	6		108	19	2	5		26	
8:30	71	9	5	6		91	22	3	8		33	
9:00	78	2	9	5		94	24	4	6		34	
9:30	33	2	6	3		44	25	3	10		38	
10:00	33	3	10	3		49	34	3	10		47	
10:30	36	5	10	3		54	28	3	7		38	
11:00	22	3	13	3		41	43	6	12		61	
11:30 am	36	1	5	3		45	33	3	17		53	
12:00	41	3	6	3		53	35	2	10		47	
12:30 pm	34	4	7	3		48	32	7	7		46	
1:00	60	7	3	4		74	51	10	9		70	
1:30	41	3	8	3		55	48	2	9		59	
2:00	35	2	4	4		45	36	10	12		58	
2:30	49	8	7	2		66	40	6	6		52	
3:00	44	6	13	3		66	53	11	6		70	
3:30	42	6	3	4		55	46	9	9		64	
4:00	46	7	10	7		70	51	8	17		76	
4:30	51	9	8	6		74	65	7	11		83	
5:00	47	8	5	6		66	118	12	15		145	
5:30	52	7	6	5		70	220	11	18		249	
6:00	50	10	5	4		69	202	18	6		226	
6:30	43	23	6	2		84	113	20	7		145	
7:00	25	15	4	2		46	55	15	3		73	
Total	1111	154	163	95		1523	1410	179	221		1810	



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On EDDY between Gough and Franklin, Wednesday 29 October, 1947

30 Min Period Ending	E N T E R I N G				L E A V I N G			
	Pas- enger Autos	Taxi- cabs	Trucks	Total Vehicles Entering	Local Transit Vehicles	Out-of Town Buses	Out-of Town Buses	Total Vehicles Leaving
7:30 am	9	3	1	13	6	2		25
8:00	43	1	5	49	4	8		60
8:30	37	1	5	43	7	9		50
9:00	17	0	3	20	11	9		63
9:30	8	0	6	14	10	14		61
10:00	17	2	3	22	5	17		66
10:30	15	0	4	19	5	23		76
11:00	16	0	4	20	5	15		78
11:30 am	19	0	5	24	5	16		79
12:00	21	0	6	27	4	12		81
12:30 pm	15	0	6	21	6	7		76
1:00	23	2	1	26	5	6		72
1:30	16	1	5	22	4	9		70
2:00	16	1	4	21	5	9		61
2:30	18	1	2	21	5	9		71
3:00	17	2	2	21	4	10		63
3:30	36	1	10	47	6	8		102
4:00	43	5	5	53	7	7		92
4:30	42	3	3	48	6	7		89
5:00	29	3	6	38	6	10		98
5:30	27	2	3	32	5	6		130
6:00	23	3	3	29	10	4		142
6:30	30	6	2	38	7	2		61
7:00	13	1	2	16	3	10		52
Total	550	38	96	684	146	224		1818



CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TURK between Gough and Franklin, Wednesday 29 October, 1947

Page No. 50  
Table No. 42

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering	L E A V I N G					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	90	3	7	7		107	10	0	2			12
8:00	145	8	34	9		196	14	0	1			15
8:30	105	6	27	10		148	9	0	7			16
9:00	125	6	22	9		162	10	0	2			12
9:30	91	7	22	4		124	9	0	3			12
10:00	79	11	22	6		118	7	0	11			18
10:30	65	11	29	5		110	21	0	4			25
11:00	79	9	25	5		118	13	2	2			17
11:30 am	63	6	13	5		87	18	1	8			27
12:00	80	5	20	5		110	13	0	7			20
12:30 pm	79	8	13	4		104	17	3	4			24
1:00	61	7	17	5		90	14	1	3			18
1:30	82	9	23	6		120	18	0	4			22
2:00	90	18	29	5		142	20	0	7			27
2:30	83	17	20	3		123	28	0	6			34
3:00	65	11	20	5		101	17	3	9			29
3:30	92	21	21	8		142	25	3	3			31
4:00	88	28	16	7		139	19	1	2			22
4:30	106	25	22	9		162	23	0	4			27
5:00	101	18	18	7		144	32	3	5			40
5:30	90	10	13	6		119	86	5	4			95
6:00	68	19	5	3		95	40	2	0			42
6:30	62	21	4	3		90	30	4	2			36
7:00	70	13	5	2		90	12	2	1			15
Total	2059	297	447	138		2941	505	30	101			636



CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GOLDEN GATE between Gough and Franklin, Wednesday 29 October, 1947

30 Min Period Ending	ENTERING					Total Entering	LEAVING					Total Leaving
	Pas- enger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses.		Pas- enger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses.	
7:30 am	265	3	16	4		288	55	11	15	6		87
8:00	410	8	38	4		460	125	11	18	5		159
8:30	343	4	38	6		391	98	7	46	5		156
9:00	261	5	50	5		321	122	5	48	3		178
9:30	171	4	45	3		223	105	5	51	2		163
10:00	150	1	38	3		192	105	6	35	3		149
10:30	186	8	64	2		260	145	10	66	2		223
11:00	141	5	52	2		200	142	5	31	2		180
11:30 am	122	4	34	2		162	135	1	36	2		174
12:00	137	2	31	2		172	161	8	39	2		210
12:30 pm	155	3	30	2		190	140	8	25	2		175
1:00	105	6	21	2		134	130	4	22	2		158
1:30	165	3	37	3		203	166	8	38	3		215
2:00	165	7	51	2		225	163	6	40	2		211
2:30	188	5	47	2		242	171	12	57	3		243
3:00	139	9	31	3		182	166	6	44	3		219
3:30	182	2	45	3		232	183	12	33	3		236
4:00	155	7	32	3		197	203	9	53	3		273
4:30	150	3	31	3		187	232	9	56	4		301
5:00	200	1	23	4		223	308	11	42	4		365
5:30	204	3	17	4		233	375	16	27	4		422
6:00	130	5	14	3		152	375	23	18	6		422
6:30	136	4	8	4		152	350	12	13	3		378
7:00	150	7	7	2		166	250	13	3	3		269
Total	4410	114	600	73		5397	4405	218	866	77		5566





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MCALLISTER between Gough and Franklin, Wednesday 29 October, 1947

Page No. 52  
Table No. 44

30 Min Period Ending	ENTERING					LEAVING						
	Fas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Fas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	37	1	5	7		50	15	3	4	5		27
8:00	144	3	10	7	164	164	27	2	3	5		37
8:30	124	5	9	6	144	144	38	5	19	6		68
9:00	68	3	15	8	94	94	36	2	13	5		56
9:30	41	4	9	5	59	59	40	2	18	6		66
10:00	51	4	6	6	67	67	52	3	17	5		77
10:30	44	1	19	4	68	68	38	2	18	6		64
11:00	43	3	12	4	62	62	32	1	24	12		69
11:30 am	54	3	20	4	81	81	38	2	15	5		60
12:00	45	3	8	6	62	62	36	0	8	6		50
12:30 pm	34	2	10	5	51	51	33	4	16	4		57
1:00	26	4	15	5	50	50	46	1	13	3		63
1:30	40	1	13	8	62	62	44	1	15	3		63
2:00	48	5	15	10	78	78	42	4	13	5		64
2:30	39	9	15	5	68	68	45	2	17	4		68
3:00	41	7	16	6	70	70	48	2	18	7		75
3:30	48	8	15	4	75	75	47	1	12	5		65
4:00	45	4	18	8	75	75	48	4	12	5		69
4:30	38	2	14	6	60	60	48	1	14	5		68
5:00	50	7	11	8	76	76	83	0	16	6		105
5:30	47	8	5	5	65	65	180	1	12	5		198
6:00	23	7	5	4	39	39	72	2	6	8		88
6:30	37	5	6	4	52	52	48	4	9	9		70
7:00	18	6	2	3	29	29	16	3	3	7		29
Total	1165	105	273	138	1701	1701	1152	52	315	137		1656



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FULTON between Gough and Franklin, Wednesday 29 October, 1947

Table No. 45												
LEAVING												
30 Min Period Ending	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	218	0	16	234		403	14	0	10			24
8:00	375	0	28	403		783	65	1	7			73
8:30	343	4	41	388		776	47	2	21			70
9:00	193	3	27	223		443	43	3	11			57
9:30	121	4	17	142		284	96	4	39			139
10:00	123	8	8	139		268	25	2	16			43
10:30	80	0	18	98		116	9	0	2			11
11:00	97	7	29	133		263	51	1	23			75
11:30 am	78	4	27	109		218	31	3	10			44
12:00	100	3	19	122		242	71	1	16			88
12:30 pm	73	3	8	84		168	41	1	11			53
1:00	91	4	12	107		194	40	0	17			57
1:30	74	9	15	93		201	28	4	10			42
2:00	95	4	18	117		234	36	1	16			53
2:30	56	5	16	77		154	37	0	20			57
3:00	75	4	19	98		206	57	1	18			76
3:30	87	0	24	111		222	74	1	12			87
4:00	91	5	18	114		228	54	4	11			69
4:30	90	8	23	121		242	86	4	14			104
5:00	153	2	10	165		320	196	2	17			215
5:30	78	1	7	86		172	302	9	13			324
6:00	70	4	2	76		152	247	5	9			261
6:30	66	5	5	76		152	102	0	5			107
7:00	47	1	8	56		112	60	3	7			70
Total	2374	63	415	3377		6229	1312	52	335			2199



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GROVE between Gough and Franklin, Wednesday 29 October, 1947

30 Min Period Ending	E N T E R I N G						L E A V I N G	
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs
7:30 am	75	3	5			83		
8:00	230	0	16			246		
8:30	145	3	18			166		
9:00	85	1	12			98		
9:30	44	0	13			57		
10:00	39	2	11			52		
10:30	50	0	13			63		
11:00	40	1	14			55		
11:30 am	35	1	11			47		
12:00	35	2	13			50		
12:30 pm	37	2	15			54		
1:00	36	0	9			45		
1:30	30	1	15			46		
2:00	46	2	13			61		
2:30	32	2	10			44		
3:00	30	1	20			51		
3:30	38	3	15			56		
4:00	50	1	16			67		
4:30	51	0	20			71		
5:00	51	1	12			64		
5:30	32	4	4			40		
6:00	23	3	5			36		
6:30	23	2	2			32		
7:00	32	1	3			36		
Total	1299	36	285			1620		



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HAYES between Gough and Franklin, Wednesday 29 October, 1947

Table No. 47

30 Min Period Ending	ENTERING					Total Vehicles Entering	LEAVING					Total Vehicles Leaving
	Pas- senger Autos	Taxi- Cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Local Transit Vehicles	Out-of Town Buses				
7:30 am	48	1	9	6		64	4	1	8	3		16
8:00	139	2	15	7		163	14	1	7	4		26
8:30	94	3	11	6		114	22	1	13	6		42
9:00	55	2	16	5		78	27	1	17	8		53
9:30	36	3	8	5		52	8	0	17	8		47
10:00	43	0	10	6		59	35	2	16	4		57
10:30	28	2	10	4		44	35	1	16	4		56
11:00	28	0	14	3		45	23	0	8	4		35
11:30 am	35	2	12	4		53	36	0	22	4		62
12:00	34	0	6	5		45	41	2	14	3		60
12:30 pm	27	1	7	6		41	29	1	3	4		37
1:00	27	2	9	4		42	23	2	8	5		38
1:30	40	1	10	5		56	43	2	6	4		55
2:00	36	1	10	5		52	33	3	8	5		49
2:30	42	2	4	5		53	33	1	10	5		49
3:00	36	1	9	3		49	33	0	8	5		46
3:30	31	3	7	4		45	41	5	9	5		60
4:00	49	3	10	6		68	46	3	7	4		62
4:30	44	2	11	7		64	50	0	8	5		104
5:00	46	4	11	6		67	85	6	8	4		175
5:30	35	5	5	5		50	164	2	5	4		82
6:00	30	6	0	4		40	66	5	5	6		52
6:30	31	7	0	2		40	43	0	1	8		42
7:00	36	7	3	4		50	31	1	2	8		42
Total	1050	60	207	117		1434	979	40	226	120		1365





CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FELL between Gough and Franklin, Wednesday 29 October, 1947

Page No. 56  
Table No. 48

30 Min Period Ending	ENTERING					Total Vehicles Entering	LEAVING					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	375	5	10	390		390	58	3	14			75
8:00	475	3	14	492		492	118	5	13			136
8:30	402	1	27	430		430	131	3	21			155
9:00	274	4	24	302		302	124	1	27			152
9:30	219	1	18	238		238	126	8	26			160
10:00	159	7	30	196		196	91	9	17			117
10:30	159	9	27	195		195	122	2	26			150
11:00	145	1	22	168		168	121	4	21			146
11:30 am	169	2	22	193		193	121	7	31			159
12:00	146	5	18	169		169	132	5	18			155
12:30 pm	140	2	11	153		153	134	6	17			157
1:00	139	2	23	164		164	123	7	13			143
1:30	121	7	17	145		145	133	4	29			166
2:00	102	1	7	110		110	134	9	26			169
2:30	90	10	16	116		116	152	7	30			189
3:00	123	0	23	146		146	138	3	17			158
3:30	121	4	26	151		151	128	3	18			149
4:00	181	3	26	210		210	148	4	24			176
4:30	153	2	29	184		184	214	10	22			246
5:00	183	3	13	199		199	421	7	27			455
5:30	131	1	8	140		140	522	6	12			540
6:00	117	6	12	135		135	417	6	16			439
6:30	106	4	5	115		115	293	10	9			312
7:00	157	5	8	170		170	223	13	7			243
Total	4357	88	436	4911		4911	4324	142	481			4947



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On OAK between Gough and Franklin, Thursday 30 October, 1947

Table No. 49

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	161	2	17	180		359	9	0	1			10
8:00	256	1	19	276		541	22	5	2			29
8:30	154	1	12	167		333	33	1	20			54
9:00	91	1	18	110		311	31	1	9			41
9:30	58	1	7	66		34	34	2	15			51
10:00	49	0	13	62		28	28	2	23			53
10:30	49	0	12	61		39	39	2	6			47
11:00	28	0	24	52		32	32	1	7			40
11:30 am	29	2	14	45		36	36	3	11			50
12:00	36	0	12	48		27	27	1	9			37
12:30 pm	38	2	15	55		37	37	1	3			41
1:00	30	0	12	42		32	32	3	7			42
1:30	32	1	7	40		29	29	0	8			37
2:00	21	1	11	33		17	17	1	4			22
2:30	40	3	21	64		29	29	4	8			41
3:00	49	0	11	60		45	45	6	11			62
3:30	50	1	9	60		30	30	4	7			41
4:00	52	6	12	70		38	38	9	16			63
4:30	49	6	11	66		36	36	9	11			56
5:00	23	7	13	43		67	67	17	24			108
5:30	32	8	9	49		87	87	19	21			127
6:00	32	6	4	42		38	38	8	8			54
6:30	24	6	2	32		39	39	9	6			54
7:00	17	3	1	21		23	23	5	4			32
Total	1400	53	236	1744		3333	3333	113	241			1192



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On PAGE between Gough and Franklin, Thursday 30 October, 1947

30 Min Period Ending	ENTERING					LEAVING						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	90	2	8	100		100	18	0	6			24
8:00	143	6	22	171		171	28	4	16			48
8:30	67	5	17	89		89	25	1	14			40
9:00	38	5	13	56		56	23	1	23			47
9:30	29	5	15	49		49	21	3	25			49
10:00	24	1	14	39		39	23	2	21			46
10:30	23	5	10	38		38	17	2	23			42
11:00	27	5	12	44		44	21	1	18			40
11:30 am	34	2	20	56		56	20	1	12			33
12:00	36	3	9	48		48	35	0	18			53
12:30 pm	34	2	14	50		50	33	4	20			57
1:00	30	3	19	52		52	26	1	6			33
1:30	25	2	15	42		42	17	0	28			45
2:00	9	3	11	23		23	18	1	15			34
2:30	23	0	19	42		42	21	3	16			40
3:00	33	3	21	57		57	33	3	12			48
3:30	35	1	11	47		47	40	3	11			54
4:00	33	4	21	58		58	40	3	19			62
4:30	32	3	30	65		65	45	4	20			69
5:00	43	2	7	52		52	120	5	16			141
5:30	41	3	3	47		47	195	5	8			208
6:00	34	0	1	35		35	86	4	6			96
6:30	16	6	0	22		22	45	5	5			55
7:00	21	5	1	27		27	26	2	6			34
Total	920	76	313	1309		1309	916	58	364			1398



CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MARKET between Gough and Franklin, Thursday 30 October, 1947

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering	L E A V I N G					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	565	17	22	43		647	121	35	23	44		223
8:00	580	13	33	58		684	151	17	28	41		237
8:30	520	15	39	53		627	222	27	46	40		335
9:00	385	16	39	54		494	153	16	48	32		249
9:30	330	14	52	40		436	182	26	63	33		304
10:00	291	28	38	31		388	208	24	54	34		320
10:30	290	24	56	30		400	203	17	50	21		291
11:00	195	15	30	29		269	257	23	66	29		375
11:30 am	255	22	46	26		349	158	13	27	24		222
12:00	240	14	33	30		317	234	30	53	20		337
12:30 pm	260	13	40	29		342	265	23	39	36		363
1:00	230	24	27	25		306	217	25	32	30		304
1:30	220	18	34	39		311	230	20	56	32		338
2:00	255	27	43	36		366	246	25	46	36		353
2:30	253	33	52	39		377	265	25	50	37		377
3:00	236	25	65	41		367	278	23	55	43		399
3:30	240	27	49	44		360	305	19	58	43		425
4:00	267	23	41	46		382	314	30	44	40		428
4:30	278	19	38	47		382	384	29	56	26		495
5:00	255	31	31	52		369	554	33	51	38		676
5:30	195	49	19	41		304	663	30	33	47		773
6:00	237	54	16	37		344	600	28	21	60		709
6:30	262	53	13	34		367	575	23	18	52		673
7:00	278	50	8	23		359	337	35	20	28		420
Total	7117	634	869	927		9547	7122	601	1037	866		9626





CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On OTIS W. of S. Van Ness, Thursday 30 October, 1947

E N T E R I N G										L E A V I N G														
30 Min Period Ending	Pas- senger Autos		Taxi- cabs		Trucks		Local Transit Vehicles		Out-of Town Buses		Total		Pas- senger Autos		Taxi- cabs		Trucks		Local Transit Vehicles		Out-of Town Buses		Total	
	180	350	3	2	10	30	21	24	33	107	193	27	110	2	0	1	6	4	3	3	3	3	38	128
7:30 am	180	350	3	2	10	30	21	24	33	107	193	27	110	2	0	1	6	4	3	3	3	3	38	128
8:00	187	350	0	0	21	30	28	33	33	131	208	64	110	0	0	2	10	64	3	3	3	3	92	131
8:30	170	350	3	3	24	30	197	33	33	131	197	100	110	2	2	2	25	94	3	3	3	3	145	145
9:30	95	107	3	3	33	30	126	18	33	126	100	100	110	7	7	2	41	100	2	2	2	2	145	145
10:00	107	107	1	1	18	20	87	20	33	87	107	107	110	3	3	3	32	107	2	2	2	2	184	184
10:30	66	66	1	1	20	28	123	28	33	123	135	135	110	3	3	1	45	135	3	3	3	3	184	184
11:00	90	90	5	5	28	30	97	25	33	97	123	135	110	5	5	1	38	135	3	3	3	3	184	184
11:30 am	71	71	1	1	25	28	130	23	33	130	127	127	110	3	3	13	41	127	2	2	2	2	183	183
12:00	104	104	3	3	23	30	65	10	33	65	100	100	110	4	4	4	11	100	3	3	3	3	114	114
12:30 pm	55	55	0	0	10	10	109	28	33	109	90	90	110	7	7	7	15	90	2	2	2	2	129	129
1:00	77	77	4	4	22	22	101	22	33	101	83	83	110	4	4	4	40	83	2	2	2	2	162	162
2:00	113	113	3	3	22	22	133	22	33	133	118	118	110	7	7	7	35	118	2	2	2	2	161	161
2:30	72	72	2	2	33	33	107	33	33	107	107	107	110	12	12	12	39	107	3	3	3	3	167	167
3:00	57	57	1	1	22	22	80	22	33	80	130	130	110	6	6	6	27	130	4	4	4	4	164	164
3:30	73	73	1	1	19	19	93	19	33	93	128	128	110	5	5	5	28	128	3	3	3	3	193	193
4:00	98	98	1	1	36	36	135	36	33	135	147	147	110	5	5	5	37	147	4	4	4	4	172	172
4:30	75	75	7	7	33	33	115	33	33	115	112	112	110	10	10	10	45	112	5	5	5	5	377	377
5:00	113	113	2	2	13	13	128	13	33	128	335	335	110	9	9	9	27	335	6	6	6	6	428	428
5:30	75	75	1	1	8	8	84	8	33	84	390	390	110	9	9	9	24	390	5	5	5	5	310	310
6:00	42	42	0	0	5	5	47	5	33	47	278	278	110	13	13	13	14	278	4	4	4	4	202	202
6:30	45	45	2	2	8	8	55	8	33	55	171	171	110	14	14	14	13	171	4	4	4	4	113	113
7:00	35	35	0	0	3	3	33	3	33	33	99	99	110	5	5	5	7	99	2	2	2	2	113	113
Total	2428	2428	47	47	404	404	2969	404	404	2969	3232	3232	404	146	146	146	657	3232	81	81	81	81	4116	4116



City and County of San Francisco  
Technical Committee, ATF Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MISSION W. of S. Van Ness; Thursday 30 October, 1947

Page No. 61  
Table No. 52

30 Min Period Ending	E N T E R I N G					L E A V I N G				
	Pas- senger Autos	Taxi- cabs	Trucks	Out-of Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- cabs	Trucks	Out-of Town Buses	Total Vehicles Leaving
7:30 am	246	5	16	17	284	59	3	3	12	77
8:00	298	34	22	18	372	105	4	11	15	135
8:30	168	31	37	20	256	96	8	15	16	135
9:00	164	33	35	19	251	111	3	29	22	165
9:30	166	32	42	15	255	118	3	35	20	176
10:00	162	31	36	14	243	109	9	37	15	170
10:30	175	27	42	12	256	102	2	31	14	149
11:00	191	16	42	14	263	106	1	31	8	146
11:30 am	201	17	44	14	276	101	5	27	18	151
12:00	208	20	47	14	289	126	7	34	14	181
12:30 pm	198	14	25	13	250	98	6	18	15	137
1:00	193	18	29	12	252	101	8	16	13	133
1:30	203	19	28	16	266	108	8	17	12	145
2:00	183	19	40	13	260	97	8	23	11	139
2:30	182	21	32	13	248	107	12	21	14	154
3:00	168	23	28	16	235	99	11	32	16	153
3:30	209	23	43	16	291	96	8	16	14	134
4:00	194	25	37	19	275	90	11	27	15	143
4:30	112	24	19	24	179	112	14	21	17	164
5:00	137	20	26	24	207	166	11	12	19	208
5:30	179	16	24	16	235	100	16	16	20	152
6:00	109	30	8	16	163	161	17	11	25	214
6:30	58	23	6	9	96	96	21	10	19	146
7:00	43	12	4	6	65	82	11	8	9	110
Total	4152	533	712	340	5767	2546	207	501	373	3627



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On S. VAN NESS N. of 13th, Thursday 30 October, 1947

Page No. 62  
Table No. 54

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- senger Autos	Taxi- Cabs	Trucks	Local Transit Vehicles	Greyhound Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- Cabs	Trucks	Local Transit Vehicles	Greyhound Buses	Total Vehicles Leaving
7:30 am	385	3	30	7	3	428	213	3	29	12	2	259
8:00	675	4	82	7	3	771	301	4	57	6	3	371
8:30	390	3	116	6	5	520	235	5	63	6	1	315
9:00	375	9	77	9	1	471	224	4	79	6	3	316
9:30	260	13	54	7	2	336	169	5	94	4	1	273
10:00	245	6	56	4	1	312	241	5	103	4	2	355
10:30	178	6	42	4	2	232	263	7	105	4	1	330
11:00	230	8	85	4	1	373	205	8	99	4	1	317
11:30 am	234	5	70	4	2	315	243	5	112	4	1	365
12:00	182	5	56	4	1	248	293	4	108	3	1	409
12:30 pm	155	7	32	3	2	199	310	2	76	2	1	391
1:00	120	5	38	3	1	167	250	6	63	3	1	303
1:30	190	9	87	5	1	292	312	9	96	5	1	423
2:00	210	2	95	2	1	310	356	6	95	4	1	462
2:30	250	7	70	5	1	333	324	7	140	5	1	477
3:00	224	6	90	4	1	325	343	10	81	5	2	441
3:30	246	6	91	4	1	343	304	5	99	5	1	414
4:00	253	5	93	5	2	353	390	13	105	5	4	520
4:30	253	11	64	5	1	334	303	12	100	11	2	428
5:00	399	2	65	7	2	475	614	12	113	9	6	784
5:30	431	8	30	9	3	481	762	23	65	7	4	861
6:00	231	0	16	10	2	259	630	11	26	6	4	677
6:30	191	2	25	10	2	230	300	4	10	3	1	318
7:00	185	2	8	6	1	202	190	7	6	4	1	208
Total	6842	134	1172	134	42	8324	7755	177	1929	130	46	10037



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FOLSOM between 12th and 13th, Thursday 30 October, 1947

Page No. 63  
Table No. 55

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30 am	245	2	31	2	280	860	31	1	7	3		42
8:00	405	3	60	2	470	128	95	2	30	1		128
8:30	220	1	81	2	304	131	66	0	63	2		131
9:00	130	2	68	2	202	119	63	1	53	2		119
9:30	75	0	48	2	125	118	68	0	48	2		118
10:00	90	1	53	2	146	132	81	1	48	2		132
10:30	92	1	78	1	172	123	61	1	59	2		123
11:00	74	2	57	2	135	128	71	2	54	1		128
11:30 am	111	1	68	2	182	150	86	1	61	2		150
12:00	89	1	34	2	126	131	69	2	58	2		131
12:30 pm	89	1	41	1	132	164	118	0	44	2		164
1:00	55	1	34	2	92	84	60	2	21	1		84
1:30	110	3	62	3	178	160	90	2	67	2		160
2:00	168	2	103	2	275	207	109	1	95	2		207
2:30	126	2	73	2	203	235	138	0	95	2		235
3:00	83	2	56	1	142	185	115	2	67	1		185
3:30	104	1	77	2	184	179	128	1	48	2		179
4:00	117	0	103	3	223	239	158	3	76	2		239
4:30	101	2	91	2	196	240	155	1	82	2		240
5:00	183	0	103	2	288	523	143	2	75	3		523
5:30	114	1	27	2	144	508	450	4	52	2		508
6:00	77	1	8	3	89	389	352	3	31	3		389
6:30	33	0	3	2	43	163	148	2	11	2		163
7:00	52	2	7	1	62	122	113	1	6	2		122
Total	2948	32	1366	47	4393	4600	3268	34	1251	47		4600





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HARRISON between 12th and 13th, Thursday 30 October, 1947

30 Min Period Ending	ENTERING					LEAVING					Page No. Table No.	No
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles		
7:30	288	3	44	4	339	339	68	1	12	4		85
8:00	525	3	56	5	589	589	152	2	33	4		191
8:30	238	1	76	4	319	319	123	0	56	5		184
9:00	109	1	59	5	174	174	97	2	57	5		161
9:30	85	1	54	4	144	144	65	1	41	4		111
10:00	81	0	50	3	134	134	98	0	48	4		150
10:30	76	1	44	4	125	125	106	1	62	3		172
11:00	75	2	52	3	132	132	84	1	64	3		152
11:30 am	89	1	56	2	148	148	92	2	57	4		155
12:00	90	2	57	4	153	153	113	0	48	3		164
12:30 pm	70	1	33	4	108	108	103	2	29	4		138
1:00	86	1	40	3	130	130	86	0	26	4		116
1:30	81	2	53	4	140	140	75	1	33	3		115
2:00	80	0	65	2	147	147	75	1	36	4		116
2:30	75	0	75	4	154	154	102	0	45	2		149
3:00	103	0	72	4	179	179	66	0	28	4		98
3:30	133	2	73	5	213	213	94	1	45	5	0	145
4:00	130	0	95	4	229	229	145	1	41	4		191
4:30	129	2	55	5	191	191	247	0	70	3		320
5:00	205	1	77	4	287	287	380	0	43	6		429
5:30	155	1	48	3	207	207	338	0	26	3		367
6:00	85	1	22	5	113	113	131	0	11	5		147
6:30	42	0	5	3	50	50	67	0	3	3		73
7:00	30	0	8	2	40	40	77	0	13	3		93
Total	3060	26	1269	90	4445	4445	2987	16	927	92		4022

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Table No. 36



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On ELEVENTH between Harrison and Bryant, Thursday, 30 October, 1947

Page No. 65  
Table No. 57

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering	L E A V I N G					Total Vehicles Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30	53	1	9	9		72	136	2	29	7		174
8:00	80	3	29	7		119	217	4	34	8		263
8:30	86	0	56	10		152	99	1	39	8		147
9:00	45	1	59	7		112	85	1	35	9		130
9:30	59	0	59	7		125	55	4	46	10		115
10:00	40	0	28	5		73	43	0	27	7		77
10:30	70	1	59	6		136	49	2	35	5		91
11:00	56	0	40	5		101	47	0	37	4		88
11:30 am	57	0	40	5		102	53	0	43	7		103
12:00	77	0	46	6		129	63	1	40	5		109
12:30 pm	75	2	27	6		110	53	1	27	6		87
1:00	51	1	17	6		75	70	1	17	5		93
1:30	53	3	56	8		120	60	3	41	6		110
2:00	45	1	40	6		92	38	0	38	5		81
2:30	34	4	40	10		88	61	0	46	7		114
3:00	39	2	41	6		88	56	0	46	7		109
3:30	43	3	29	7		82	58	0	36	8		102
4:00	61	1	39	7		108	54	1	46	9		110
4:30	87	1	49	18		155	51	0	48	7		106
5:00	212	1	23	16		252	81	0	32	3		121
5:30	229	1	17	9		256	69	0	10	9		88
6:00	58	0	10	6		74	33	4	2	12		51
6:30	45	3	4	6		53	36	1	4	13		54
7:00	26	1	2	4		33	25	1	6	29		61
Total	1681	30	819	182		2712	1592	27	764	201		2534



City and County of San Francisco  
Technical Committee, ATF Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TENTH between Harrison and Bryant, Thursday 30 October, 1947

30 Min Period Ending	E N T E R I N G						L E A V I N G					
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving
7:30	148	3	28		5	184	149	2	29		3	483
8:00	103	2	45		7	157	174	4	43		4	525
8:30	212	4	46		4	266	300	2	62		7	371
9:00	193	0	71		6	270	278	3	70		5	356
9:30	184	0	54		7	225	268	4	75		4	351
10:00	198	2	72		5	277	258	1	68		5	332
10:30	205	1	70		5	281	258	2	64		4	328
11:00	237	1	69		5	312	280	4	73		6	368
11:30 am	219	1	74		5	299	274	4	72		5	355
12:00	196	3	61		5	265	322	2	77		6	407
12:30 pm	169	2	33		5	215	344	2	56		5	410
1:00	148	2	40		6	194	296	3	48		5	384
1:30	189	1	71		4	255	230	6	68		7	309
2:00	197	2	65		6	270	302	3	79		5	383
2:30	178	2	53		4	242	351	5	81		6	443
3:00	191	3	69		4	267	290	1	61		4	356
3:30	212	0	54		4	270	377	4	72		4	457
4:00	252	0	76		4	332	335	3	66		6	410
4:30	210	1	48		4	263	405	1	56		5	467
5:00	361	1	40		7	409	416	0	29		10	484
5:30	357	3	21		6	387	477	1	27		9	515
6:00	309	4	22		5	340	286	0	3		5	299
6:30	222	1	15		6	244	242	3	9		2	260
7:00	212	4	12		3	231	220	2	3		3	228
Total	5112	43	1219		121	6495	7132	65	1301		133	9231



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRANSIT DISTRICT

On BRYANT between 9th and 10th, Friday 31 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	387	1	26	7		421	387	1	26	7		421
8:00	519	5	38	4		566	519	5	38	4		566
8:30	256	2	48	9		315	256	2	48	9		315
9:00	218	0	58	5		281	218	0	58	5		281
9:30	140	1	52	6		199	140	1	52	6		199
10:00	135	2	44	3		184	135	2	44	3		184
10:30	144	0	53	6		203	144	0	53	6		203
11:00	123	3	43	5		174	123	3	43	5		174
11:30 am	149	1	47	5		202	149	1	47	5		202
12:00	152	0	50	5		207	152	0	50	5		207
12:30 pm	113	0	21	4		143	113	0	21	4		143
1:00	129	0	38	5		172	129	0	38	5		172
1:30	231	2	49	5		287	231	2	49	5		287
2:00	180	0	53	5		238	180	0	53	5		238
2:30	194	4	67	3		288	194	4	67	3		288
3:00	179	0	71	5		255	179	0	71	5		255
3:30	208	4	94	7		313	208	4	94	7		313
4:00	193	3	84	7		287	193	3	84	7		287
4:30	279	3	93	6		381	279	3	93	6		381
5:00	194	7	96	5		304	194	7	96	5		304
5:30	116	3	24	7		150	116	3	24	7		150
6:00	96	0	22	4		124	96	0	22	4		124
6:30	72	0	19	5		96	72	0	19	5		96
7:00	49	0	6	3		58	49	0	6	3		58
Total	4463	41	1213	126		5863	4463	41	1213	126		5863





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On NINTH between Brannan and Bryant, Friday, 31 October, 1947

30 Min Period Ending	E N T E R I N G					Total Vehicles Entering	L E A V I N G					Total Vehicles Leaving
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	95	0	15	1		111	94	3	15	2		114
8:00	185	0	40	4		229	202	3	22	5		232
8:30	125	3	65	3		196	100	2	51	2		155
9:00	101	1	83	2		187	85	3	43	2		138
9:30	118	3	65			186	50	3	55			108
10:00	85	4	44			133	51	1	65			117
10:30	65	2	74			141	80	0	77			157
11:00	53	0	46			104	50	1	50			101
11:30 am	69	1	59			129	72	2	67			141
12:00	78	0	60			138	68	0	65			133
12:30 pm	80	0	30			110	69	2	32			103
1:00	72	3	41			116	63	1	31			95
1:30	57	2	35			94	57	1	54			112
2:00	55	2	54			111	69	1	43			113
2:30	70	1	71			142	66	2	63			140
3:00	80	0	69			149	88	1	55			144
3:30	77	0	57			134	78	1	59			138
4:00	105	2	55			162	79	0	50			129
4:30	117	3	75			195	104	5	65			174
5:00	210	3	51	2		266	121	2	38	2		163
5:30	219	7	23	3		252	127	4	19	1		151
6:00	136	5	17	1		159	107	1	12	1		121
6:30	63	5	10			78	47	2	1			50
7:00	61	2	9			72	30	0	6			36
Total	2331	149	1148	16		3594	1957	41	1043	15		3061



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BRANNAN between 8th and 9th, Friday, 31 October, 1947

ENTERING										LEAVING				
30 Min Period Ending	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving		
7:30 am	455	1	4		2	462	85	3	17		2	107		
8:00	425	5	39		2	471	165	3	28		1	197		
8:30	475	3	80		2	560	108	2	79		3	192		
9:00	247	4	98		1	350	90	4	80		4	173		
9:30	200	4	85		1	290	110	8	85		5	208		
10:00	173	3	94		3	273	85	8	76		2	171		
10:30	150	5	78		2	235	85	4	80		1	170		
11:00	209	10	83		1	303	113	5	75		2	195		
11:30 am	225	7	93		2	327	105	1	75		1	182		
12:00	193	2	73		2	270	137	3	68		2	210		
12:30 pm	130	0	35		1	169	115	3	45		3	166		
1:00	165	3	60		1	229	106	6	56		1	169		
1:30	163	4	64		3	244	107	4	72		2	187		
2:00	182	5	81		1	269	113	2	87		3	207		
2:30	187	3	78		2	270	138	2	97		0	237		
3:00	208	6	102		2	318	161	2	127		1	291		
3:30	203	6	88		2	304	153	7	117		1	283		
4:00	226	9	108		3	346	178	4	133		2	317		
4:30	252	12	127		2	393	188	8	117		1	314		
5:00	252	6	88		2	348	317	5	101		3	426		
5:30	183	6	53		0	242	420	11	80		3	514		
6:00	177	12	27		2	216	240	16	33		2	291		
6:30	210	1	25		2	238	188	8	18		1	215		
7:00	203	6	27		1	237	122	6	17		2	147		
Total	5108	123	1695		42	7161	3634	129	1763		48	5574		



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On 8th between Brannan and Townsend, Friday 31 October, 1947

30 Min Period Ending	ENTERING					Total Vehicles Entering	LEAVING					Total Vehicles Leaving
	Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	21	0	6	27	116	27	125	9	141	89	141	
8:00	88	1	27	31	90	90	73	4	41	81	81	
8:30	58	1	31	32	53	53	53	1	21	95	95	
9:00	21	0	32	33	59	59	40	2	35	63	63	
9:30	26	0	34	34	63	63	28	2	45	65	65	
10:00	29	0	34	36	63	63	35	1	41	81	81	
10:30	29	0	36	36	66	66	44	0	26	69	69	
11:00	29	1	28	33	53	53	39	4	37	70	70	
11:30 am	25	0	32	32	79	79	44	2	15	61	61	
12:00	47	0	11	39	39	39	47	2	20	69	69	
12:30 pm	28	0	22	40	40	40	83	3	54	140	140	
1:00	18	0	21	51	51	51	96	7	46	149	149	
1:30	30	0	64	149	149	149	76	1	61	138	138	
2:00	30	5	47	101	101	101	46	1	46	93	93	
2:30	54	0	44	100	100	100	61	1	38	100	100	
3:00	52	4	44	70	70	70	67	1	45	114	114	
3:30	39	2	29	113	113	113	62	2	50	115	115	
4:00	62	2	49	120	120	120	121	3	23	146	146	
4:30	71	1	48	160	160	160	146	2	24	172	172	
5:00	121	1	38	147	147	147	62	2	6	72	72	
5:30	126	0	21	62	62	62	11	4	3	14	14	
6:00	50	2	10	25	25	25	8	0	4	14	14	
6:30	20	0	5	20	20	20	8	2	4	14	14	
7:00	17	0	3	20	20	20	8	2	4	14	14	
Total	1141	20	705	1366	1366	1366	1473	52	706	2236	2236	



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On 7th between Brannan and Townsend, Friday 31 October, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G				
	Pas- enger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses	Pas- enger Autos.	Taxi- cabs.	Trucks	Local Transit Vehicles	Out-of Town Buses
7:30 am	70	1	21	92		110	8	19		
8:00	141	9	27	177		135	7	19		
8:30	97	2	49	143		70	9	53		
9:00	66	2	62	130		60	12	56		
9:30	46	3	71	120		47	7	53		
10:00	65	2	72	139		54	6	71		
10:30	64	5	63	132		52	6	56		
11:00	56	2	91	149		49	4	57		
11:30 am	81	3	77	161		50	7	70		
12:00	89	2	68	159		53	5	45		
12:30 pm	81	3	37	121		45	3	37		
1:00	47	0	33	80		73	8	45		
1:30	71	4	95	170		57	5	65		
2:00	77	4	72	133		32	5	55		
2:30	43	3	63	109		80	7	90		
3:00	40	2	56	98		100	4	110		
3:30	76	5	80	161		76	13	75		
4:00	51	5	62	113		37	6	93		
4:30	84	7	77	163		76	4	48		
5:00	41	6	19	66		105	4	70		
5:30	156	3	40	199		120	2	25		
6:00	26	1	5	32		90	10	15		
6:30	11	1	6	18		32	2	6		
7:00	24	3	8	35		22	1	1		
Total	1603	73	1254	2915		1625	145	1239		

3009





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On 6th between Brannan and Townsend, Friday 31 October, 1947

30 Min Period Ending	E N T E R I N G						L E A V I N G					
	Pas- senger Autos	Taxi- Cabs	Trucks	Local Transit Vehicles	Out-of- Town Buses	Total Vehicles Entering	Pas- senger Autos	Taxi- Cabs	Trucks	Local Transit Vehicles	Out-of- Town Buses	Total Vehicles Leaving
7:30 am	31	5	14			50	30	5	5			40
8:00	82	17	9			108	117	14	10			141
8:30	44	3	60			107	60	3	36			99
9:00	43	1	40			84	45	15	42			102
9:30	49	4	54			107	38	12	49			99
10:00	34	4	40			78	47	6	46			99
10:30	34	0	35			69	42	5	53			100
11:00	47	2	44			93	49	4	51			104
11:30 am	41	1	31			73	46	4	57			107
12:00	45	3	17			95	60	9	44			113
12:30 pm	50	6	17			73	35	6	31			72
1:00	38	3	25			66	55	6	34			95
1:30	12	0	24			36	29	2	36			67
2:00	23	2	43			68	56	2	47			105
2:30	21	1	44			66	40	3	58			101
3:00	27	1	26			54	46	4	43			93
3:30	38	2	55			95	55	5	56			116
4:00	25	1	29			55	45	1	51			97
4:30	60	6	42			108	58	3	60			121
5:00	67	9	53			129	71	6	49			126
5:30	111	3	42			159	70	3	53			129
6:00	23	6	14			43	32	3	11			46
6:30	12	0	6			18	10	2	3			15
7:00	11	4	6			21	16	0	4			20
Total	968	84	803			1855	1152	126	929			2207



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On 5th between Brannan and Townsend, Friday 31 October, 1947

30 Min Period Ending	E N T E R I N G					Total Entering	L E A V I N G					Total Leaving
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses		Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	
7:30 am	62	2	8	72		72	112	3	5			120
8:00	97	3	10	110		110	121	6	5			132
8:30	71	2	38	111		111	83	7	42			132
9:00	44	2	55	101		101	58	5	40			103
9:30	32	0	43	75		75	41	6	47			94
10:00	39	1	35	75		75	37	1	42			80
10:30	34	2	43	79		79	42	0	61			103
11:00	39	3	33	75		75	40	3	37			80
11:30 am	57	0	45	102		102	36	3	52			91
12:00	59	6	65	130		130	45	3	46			94
12:30 pm	41	6	21	68		68	39	4	13			56
1:00	26	3	17	46		46	48	3	25			76
1:30	73	3	50	126		126	75	2	52			129
2:00	81	2	58	141		141	72	3	62			137
2:30	92	1	67	160		160	76	1	70			147
3:00	83	2	65	150		150	86	3	65			154
3:30	60	3	55	118		118	51	2	60			113
4:00	72	2	62	136		136	55	4	53			112
4:30	112	3	72	187		187	73	0	79			152
5:00	238	3	135	376		376	187	2	115			304
5:30	312	2	77	391		391	343	1	60			404
6:00	118	0	12	130		130	109	1	9			119
6:30	51	0	3	54		54	40	2	5			47
7:00	43	1	1	45		45	17	2	1			20
Total	1936	52	1070	3058		3058	1886	67	1046			2999

# THE HISTORY OF THE

REIGN OF KING CHARLES THE FIRST

BY JOHN BURNET

THE HISTORY OF THE	1600
REIGN OF KING CHARLES THE FIRST	1601
BY JOHN BURNET	1602
THE HISTORY OF THE	1603
REIGN OF KING CHARLES THE FIRST	1604
BY JOHN BURNET	1605
THE HISTORY OF THE	1606
REIGN OF KING CHARLES THE FIRST	1607
BY JOHN BURNET	1608
THE HISTORY OF THE	1609
REIGN OF KING CHARLES THE FIRST	1610
BY JOHN BURNET	1611
THE HISTORY OF THE	1612
REIGN OF KING CHARLES THE FIRST	1613
BY JOHN BURNET	1614
THE HISTORY OF THE	1615
REIGN OF KING CHARLES THE FIRST	1616
BY JOHN BURNET	1617
THE HISTORY OF THE	1618
REIGN OF KING CHARLES THE FIRST	1619
BY JOHN BURNET	1620
THE HISTORY OF THE	1621
REIGN OF KING CHARLES THE FIRST	1622
BY JOHN BURNET	1623
THE HISTORY OF THE	1624
REIGN OF KING CHARLES THE FIRST	1625
BY JOHN BURNET	1626
THE HISTORY OF THE	1627
REIGN OF KING CHARLES THE FIRST	1628
BY JOHN BURNET	1629
THE HISTORY OF THE	1630
REIGN OF KING CHARLES THE FIRST	1631
BY JOHN BURNET	1632
THE HISTORY OF THE	1633
REIGN OF KING CHARLES THE FIRST	1634
BY JOHN BURNET	1635
THE HISTORY OF THE	1636
REIGN OF KING CHARLES THE FIRST	1637
BY JOHN BURNET	1638
THE HISTORY OF THE	1639
REIGN OF KING CHARLES THE FIRST	1640
BY JOHN BURNET	1641
THE HISTORY OF THE	1642
REIGN OF KING CHARLES THE FIRST	1643
BY JOHN BURNET	1644
THE HISTORY OF THE	1645
REIGN OF KING CHARLES THE FIRST	1646
BY JOHN BURNET	1647
THE HISTORY OF THE	1648
REIGN OF KING CHARLES THE FIRST	1649
BY JOHN BURNET	1650

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TOWNSEND between 4th and 5th, Friday 7 November, 1947

30 Min Period Ending	E N T E R I N G					L E A V I N G						
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Entering	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Leaving
7:30 am	226	9	28	263	436	47	79	2	16	63		104
8:00	358	34	44	436	273	97	97	3	102	202		158
8:30	150	16	107	273	177	53	53	15	90	144		144
9:00	96	9	72	177	133	55	55	18	71	136		167
9:30	56	10	67	133	144	73	73	5	58	153		193
10:00	58	8	78	144	179	82	82	3	82	206		129
10:30	81	11	87	179	132	74	74	5	74	105		171
11:00	53	4	75	132	148	84	84	8	101	178		158
11:30 am	70	15	63	148	205	106	106	13	86	184		164
12:00	107	22	76	205	111	89	89	7	33	208		300
12:30 pm	72	8	31	111	102	66	66	5	34	517		513
1:00	61	4	37	102	143	85	85	7	79	180		43
1:30	62	6	75	143	139	92	92	4	82	1408		
2:00	78	3	58	139	144	79	79	1	78			
2:30	77	6	61	144	152	89	89	9	86			
3:00	66	4	82	152	164	89	89	7	68			
3:30	77	6	81	164	179	111	111	10	87			
4:00	70	8	101	179	189	165	165	11	124			
4:30	83	8	98	189	214	396	396	6	115			
5:00	133	6	75	214	175	456	456	5	52			
5:30	126	9	40	175	79	154	154	1	25			
6:00	54	7	18	79	35	38	38	1	4			
6:30	32	13	4	49	35	24	24	1	2			
7:00	26	7	2	35	365	2683	2683	152	1573			
Total	2272	233	1160	3965								



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On KING between 4th and 5th, Friday 7 November, 1947

30 Min Period Ending	ENTERING					LEAVING				
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses
7:30 am	20	2	1	23		13	10	2		
8:00	33	3	10	46		25	23	4		
8:30	34	3	9	46		39	7	30		
9:00	17	11	17	45		35	15	28		
9:30	14	21	15	50		29	13	24		
10:00	4	5	22	31		20	4	25		
10:30	9	8	14	31		20	1	25		
11:00	10	5	22	37		26	6	25		
11:30 am	12	0	18	30		17	3	20		
12:00	17	0	24	41		46	5	45		
12:30 pm	21	0	6	27		22	7	7		
1:00	7	0	4	11		3	0	2		
1:30	11	3	25	39		17	1	36		
2:00	11	0	21	32		11	2	21		
2:30	9	2	15	26		13	0	29		
3:00	12	2	24	38		21	2	28		
3:30	12	0	22	34		6	0	19		
4:00	23	0	30	53		21	0	22		
4:30	17	1	33	51		21	1	41		
5:00	20	1	30	51		105	7	55		
5:30	23	7	33	63		130	7	23		
6:00	8	7	8	23		18	2	3		
6:30	4	2	1	7		2	0	2		
7:00	1	0	2	3		5	2	0		
Total	449	83	406	838		665	123	516		





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BERRY between 4th and 5th, Monday 10 November, 1947

30 Min Period Ending	E N T E R I N G				L E A V I N G			
	Pas- enger Autos	Taxi- cabs	Trucks	Total Vehicles Entering	Pas- enger Autos	Taxi- cabs	Trucks	Total Vehicles Leaving
7:30 am	24	0	10	34	25	1	8	34
8:00	95	0	27	122	44	4	13	61
8:30	62	1	85	148	19	1	47	67
9:00	68	1	96	165	24	1	45	70
9:30	38	0	72	110	29	1	63	93
10:00	43	0	79	122	38	0	54	92
10:30	28	1	64	93	33	1	64	98
11:00	43	2	57	102	44	0	48	92
11:30	47	1	75	123	40	2	65	107
12:00	34	1	50	85	32	1	59	92
12:30 pm	37	1	23	61	27	1	19	47
1:00	23	1	17	41	19	1	22	42
1:30	29	0	61	90	25	0	51	76
2:00	25	1	49	75	30	1	65	96
2:30	26	1	65	92	30	1	65	96
3:00	36	0	53	89	35	1	76	112
3:30	19	1	55	75	25	0	70	95
4:00	28	1	61	90	30	1	65	96
4:30	32	3	70	105	30	1	85	115
5:00	43	2	41	86	52	0	62	114
5:30	36	0	70	106	71	0	20	91
6:00	35	0	23	58	38	0	22	60
6:30	9	1	5	15	17	2	8	27
7:00	7	0	2	9	19	1	12	32
Total	867	19	1210	2096	776	21	1103	1905



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On 3rd Street at 4th Street, Friday 14 November, 1947

30 Min Period Ending	ENTERING				LEAVING			
	Pas- enger Autos	Taxi- cabs	Trucks	Out-of Town Buses	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving	
7:30 am	730	8	83	834	13	185	405	
8:00	1019	12	123	1174	20	81	538	
8:30	686	5	196	907	20	203	513	
9:00	500	7	168	688	13	65	588	
9:30	400	10	134	554	10	200	476	
10:00	312	7	166	493	8	200	431	
10:30	343	3	189	546	11	185	486	
11:00	300	5	165	480	10	143	352	
11:30 am	340	12	170	532	9	180	456	
12:00	360	8	178	555	11	160	468	
12:30 pm	300	6	119	434	9	120	442	
1:00	225	12	105	351	9	87	382	
1:30	248	9	178	446	9	166	472	
2:00	243	7	166	427	11	154	448	
2:30	243	3	183	441	12	170	478	
3:00	229	5	154	401	10	163	489	
3:30	275	9	169	466	12	183	553	
4:00	399	8	183	612	10	190	652	
4:30	461	7	163	647	7	161	706	
5:00	572	9	140	743	15	141	1058	
5:30	419	8	64	507	15	107	1082	
6:00	351	7	52	424	22	57	682	
6:30	253	7	23	292	9	30	452	
7:00	191	2	26	227	9	26	293	
Total	9399	176	1297	13181	303	3362	12902	



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

To and From Bridge; Friday 31 October, 1947

Page No. 78  
Table No. 70

30 Min Period Ending	E N T E R I N G				L E A V I N G			
	Pas- enger Autos	Taxi- cabs	Trucks	Total Local Transit Vehicles	Pas- enger Autos	Taxi- cabs	Trucks	Total Local Transit Vehicles
7:30 am	717	20	1	738	760	20	5	785
8:00	870	13	4	887	740	8	8	756
8:30	968	10	11	989	500	5	6	511
9:00	871	4	10	885	470	4	18	492
9:30	525	0	11	536	370	3	17	390
10:00	537	3	9	549	365	3	7	395
10:30	485	3	11	499	405	6	11	422
11:00	530	4	18	552	370	4	12	386
11:30 am	448	2	8	458	420	5	10	435
12:00	516	1	11	528	410	0	8	418
12:30 pm	455	1	11	467	390	3	7	400
1:00	451	2	11	464	410	3	9	422
1:30	517	1	3	521	421	4	5	430
2:00	455	3	6	464	443	1	8	452
2:30	651	2	7	660	545	6	12	563
3:00	649	4	5	658	527	1	7	535
3:30	682	6	3	691	653	4	9	666
4:00	794	8	8	810	779	3	10	792
4:30	1027	4	12	1043	863	3	6	872
5:00	1136	4	9	1149	1132	3	7	1142
5:30	843	7	13	863	1250	6	3	1259
6:00	583	6	4	598	739	3	2	744
6:30	415	5	4	424	741	11	1	753
7:00	480	1	2	483	546	6	0	552
Total	15610	114	192	15916	14269	115	183	14572



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On Bridge Off-Ramp At First St., Monday 3 November, 1947

30 Min Period Ending	ENTERING					LEAVING				
	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Pas- enger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses
7:30 am	512	18	2	532						
8:00	783	10	0	793						
8:30	1033	4	0	1037						
9:00	781	3	0	784						
9:30	480	5	2	487						
10:00	405	4	11	420						
10:30	367	3	5	375						
11:00	362	6	2	370						
11:30 am	307	2	9	318						
12:00	341	2	6	349						
12:30 pm	252	5	1	258						
1:00	251	4	2	257						
1:30	237	3	7	247						
2:00	269	3	9	281						
2:30	249	1	4	254						
3:00	257	2	3	262						
3:30	284	1	2	287						
4:00	271	2	8	281						
4:30	308	2	7	317						
5:00	512	3	2	517						
5:30	496	1	2	499						
6:00	597	4	2	603						
6:30	277	7	6	290						
7:00	285	7	5	293						
Total	9116	103	97	10116						

METROPOLITAN TRAFFIC DISTRICT

ONE-WAY STREET

ENTERING





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On Bridge On-Ramp and Off-Ramp, Monday 3 November, 1947  
Harrison at Essex

30 Min Period Ending	E N T E R I N G					L E A V I N G				
	Pas- enger Autos	Taxi- cabs	Trucks	Transit Vehicles	Total	Pas- enger Autos	Taxi- cabs	Trucks	Transit Vehicles	Total
7:30 am			120	34	163			75	26	127
8:00			164	49	220			93	6	116
8:30			181	63	249			152	12	168
9:00			213	27	247			141	10	157
9:30			174	17	196			143	7	156
10:00			176	8	189			143	8	158
10:30			143	9	157			179	7	189
11:00			134	6	147			141	7	151
11:30 am			160	8	176			140	7	150
12:00			148	6	157			126	6	137
12:30 pm			117	7	131			114	8	130
1:00			107	7	123			106	7	122
1:30			107	8	120			113	7	129
2:00			129	5	133			103	6	119
2:30			185	7	193			136	8	149
3:00			157	9	170			107	7	120
3:30			121	7	133			111	7	126
4:00			219	15	233			140	16	161
4:30			191	24	221			256	21	281
5:00			147	44	196			132	42	185
5:30			97	56	161			152	59	228
6:00			42	29	96			46	35	89
6:30			16	19	60			13	22	46
7:00			16	10	30			8	9	23
Total			3264	474	3916			2832	361	3417



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF VEHICLES ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FREMONT at Harrison, Friday 31 October, 1947

Table No. 73

LEAVING												
Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Leaving							
285	5	0			290							
343	3	2			348							
308	5	3			321							
277	4	9			290							
261	3	9			273							
275	5	7			287							
263	1	4			273							
285	6	7			298							
236	3	7			246							
260	3	4			267							
240	1	5			246							
255	4	6			264							
243	3	8			255							
239	1	6			246							
295	3	5			296							
312	0	6			303							
335	3	10			348							
555	5	6			566							
600	3	5			608							
950	2	1			953							
1021	2	2			1025							
650	4	0			654							
471	3	0			474							
279	2	0			281							
9343	74	117			9534							

ENTERING					
Pas- senger Autos	Taxi- cabs	Trucks	Local Transit Vehicles	Out-of Town Buses	Total Vehicles Entering
ONE-WAY STREET					
LEAVING					
METROPOLITAN TRAFFIC DISTRICT					
30 Min					
Period					
Ending					
7:30 am					
8:00					
8:30					
9:00					
9:30					
10:00					
10:30					
11:00					
11:30 am					
12:00					
12:30 pm					
1:00					
1:30					
2:00					
2:30					
3:00					
3:30					
4:00					
4:30					
5:00					
5:30					
6:00					
6:30					
7:00					
Total					



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On EMBARCADERO between Broadway and Pacific, Monday 27 October, 1947

ENTERING

30 Min Period	Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Ferries	Pas- enger Autos	Pedes- trians	Total Persons
7:30 am	516	62	578	23	601		
8:00	858	106	964	23	987		
8:30	737	85	822	32	854		
9:00	516	13	529	20	549		
9:30	167	15	182	17	199		
10:00	248	40	288	32	320		
10:30	251	19	270	46	316		
11:00	251	13	264	37	301		
11:30 am	270	23	293	32	325		
12:00	301	43	344	63	407		
12:30 pm	268	25	293	58	351		
1:00	283	25	313	31	344		
1:30	357	35	392	26	418		
2:00	311	26	337	13	350		
2:30	342	17	359	11	370		
3:00	342	38	380	27	407		
3:30	393	35	428	14	442		
4:00	350	26	376	12	388		
4:30	509	106	615	27	642		
5:00	643	160	808	21	829		
5:30	471	137	603	8	616		
6:00	260	66	326	7	233		
6:30	213	43	256	5	261		
7:00 pm	138	16	154	5	159		
Total	9005	1174	10179	590	10769		

LEAVING

30 Min Period	Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Ferries	Pas- enger Autos	Pedes- trians	Total Persons
7:30 am	489	201	690	6	696		
8:00	653	272	925	67	992		
8:30	401	83	489	25	514		
9:00	309	51	360	13	373		
9:30	251	33	284	21	305		
10:00	252	30	282	47	329		
10:30	249	15	264	38	302		
11:00	264	31	295	32	327		
11:30 am	266	31	297	37	344		
12:00	365	17	382	68	450		
12:30 pm	372	42	414	66	480		
1:00	311	21	332	26	358		
1:30	279	25	304	25	329		
2:00	233	19	252	17	269		
2:30	258	33	291	23	314		
3:00	251	35	286	22	308		
3:30	197	41	238	14	252		
4:00	234	47	281	7	285		
4:30	237	28	265	10	275		
5:00	477	69	546	7	553		
5:30	491	61	552	3	555		
6:00	144	29	173	3	176		
6:30	93	24	117	2	119		
7:00 pm	68	21	89	2	91		
Total	7144	1264	8403	581	8989		



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On DRUMM between Broadway and Pacific, Monday 27 October, 1947

E N T E R I N G				
30 Min Pas-	Local	Out- R.R. Total	Total	
Period senger	Transit	of or Pas-	Pas-	Pedest- Persons
Ending Autos.	Vehicles	Town Per- senger	senger	Pedest- Persons
Enter- Buses	Trucks	Trucks	Trucks	Trucks
7:30 am	5	5	11	16
8:00	3	3	3	6
8:30	6	6	4	10
9:00	6	6	1	7
9:30	3	3	2	5
10:00	0	0	1	1
10:30	0	0	2	2
11:00	12	12	9	21
11:30 am	6	6	4	10
12:00	2	2	3	5
12:30 pm	3	3	10	13
1:00	3	3	0	3
1:30	3	3	3	6
2:00	6	6	4	10
2:30	6	6	1	7
3:00	5	5	3	8
3:30	3	3	6	9
4:00	2	2	1	3
4:30	11	11	2	13
5:00	5	5	6	11
5:30	5	5	3	8
6:00	2	2	0	2
6:30	2	2	1	3
7:00 pm	3	3	0	3
Total	102	102	80	182

L E A V I N G				
30 Min Pas-	Local	Out- R.R. Total	Total	
Period senger	Transit	of or Pas-	Pas-	Pedest- Persons
Ending Autos.	Vehicles	Town Per- senger	senger	Pedest- Persons
Leaving Buses	Trucks	Trucks	Trucks	Trucks
7:30 am	9	9	1	10
8:00	24	24	3	27
8:30	36	36	2	38
9:00	32	32	3	35
9:30	33	33	3	36
10:00	24	24	1	25
10:30	17	17	0	17
11:00	26	26	5	31
11:30 am	23	23	4	27
12:00	36	36	4	40
12:30 pm	53	53	5	58
1:00	15	15	2	17
1:30	42	42	5	47
2:00	14	14	6	20
2:30	21	21	2	23
3:00	53	53	4	57
3:30	41	41	2	43
4:00	8	8	6	14
4:30	44	44	1	45
5:00	69	69	0	69
5:30	92	92	2	94
6:00	53	53	0	53
6:30	21	21	2	23
7:00 pm	27	27	0	27
Total	813	813	63	876





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On DAVIS between Pacific and Broadway, Monday 27 October, 1947

ENTERING				
Period	Pas- enger Autos	Local Transit Vehicles	Out- of Town or Town R.R. Buses	Total Pas- sengers Pedes- trians
30 Min	9	9	9	27
7:30 am	23	23	23	69
8:00	15	15	15	45
8:30	15	15	15	45
9:00	20	20	20	60
9:30	15	15	15	45
10:00	23	23	23	69
10:30	17	17	17	51
11:00	17	17	17	51
11:30 am	15	15	15	45
12:00	29	29	29	87
12:30 pm	17	17	17	51
1:00	27	27	27	81
1:30	17	17	17	51
2:00	17	17	17	51
2:30	17	17	17	51
3:00	24	24	24	72
3:30	29	29	29	87
4:00	12	12	12	36
4:30	44	44	44	132
5:00	44	44	44	132
5:30	12	12	12	36
6:00	8	8	8	24
6:30	9	9	9	27
7:00 pm	9	9	9	27
Total	492	492	492	1476

LEAVING				
Period	Pas- enger Autos	Local Transit Vehicles	Out- of Town or Town R.R. Buses	Total Pas- sengers Pedes- trians
30 Min	9	9	9	27
7:30 am	23	23	23	69
8:00	15	15	15	45
8:30	15	15	15	45
9:00	20	20	20	60
9:30	15	15	15	45
10:00	23	23	23	69
10:30	17	17	17	51
11:00	17	17	17	51
11:30 am	15	15	15	45
12:00	29	29	29	87
12:30 pm	17	17	17	51
1:00	27	27	27	81
1:30	17	17	17	51
2:00	17	17	17	51
2:30	17	17	17	51
3:00	24	24	24	72
3:30	29	29	29	87
4:00	12	12	12	36
4:30	44	44	44	132
5:00	44	44	44	132
5:30	12	12	12	36
6:00	8	8	8	24
6:30	9	9	9	27
7:00 pm	9	9	9	27
Total	492	492	492	1476



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FRONT between Broadway and Pacific, Monday 27 October, 1947

ENTERING

30 Min Pas- Period senger Ending Autos	Local Transit	Out- R.R.	of or Pas- Total	Pas- senger Autos	Local Transit	Out- R.R.	of or Pas- Total	Total Persons Entering
7:30 am 2		2		21	23			21
8:00 23		23		26	49			26
8:30 9		9		24	33			24
9:00 9		9		14	23			14
9:30 11		11		6	17			6
10:00 15		15		3	18			3
10:30 6		6		1	7			1
11:00 0		0		1	1			1
11:30 am 2		2		2	14			2
12:00 2		2		12	9			12
12:30 pm 2		2		4	12			4
1:00 8		8		2	13			2
1:30 11		11		7	15			7
2:00 8		8		4	10			4
2:30 6		6		6	12			6
3:00 6		6		12	23			12
3:30 11		11		4	10			4
4:00 6		6		13	22			13
4:30 9		9		43	52			43
5:00 9		9		31	48			31
5:30 17		17		7	10			7
6:00 3		3		12	17			12
6:30 5		5		0	0			0
7:00 pm 0		0		262	442			262
Total 180		180		1827	110			1827

LEAVING

Out- R.R.	of or Pas- Total	Pas- senger Autos	Local Transit	Out- R.R.	of or Pas- Total	Total Persons Leaving
26		26		26		26
39		39		39		39
38		38		38		38
30		30		30		30
41		41		41		41
17		17		17		17
59		59		59		59
44		44		44		44
74		74		74		74
72		72		72		72
63		63		63		63
33		33		33		33
44		44		44		44
42		42		42		42
47		47		47		47
42		42		42		42
51		51		51		51
95		95		95		95
105		105		105		105
228		228		228		228
290		290		290		290
213		213		213		213
80		80		80		80
54		54		54		54
1827		1827		1827		1827
110		110		110		110
1937		1937		1937		1937



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BATTERY between Broadway and Pacific, Monday 27 October, 1947

E N T E R I N G									
30 Min Pas-	Local	Out-	R.R. Total	Pas-	Pedes-	Total			
Period senger	Transit	of	or	senger	Transit	Persons			
Ending Autos	Vehicles	Town	Per-	Transit	Transit	Entering			
7:30 am	84	334	420	Autos	Buses	Trucks			
7:00	176	953	1138	112	1250	485			
8:30	222	1130	1354	50	1404				
9:00	194	489	686	22	708				
9:30	96	213	310	15	325				
10:00	66		71	25	96				
10:30	92		95	17	112				
11:00	59		65	7	72				
11:30 am	107		115	25	140				
12:00	82		86	53	139				
12:30 pm	66		76	43	119				
1:00	62		63	20	83				
1:30	69		73	10	83				
2:00	102		110	8	118				
2:30	92		97	13	110				
3:00	92		95	9	104				
3:30	77		87	15	102				
4:00	83		90	27	117				
4:30	135		189	44	233				
5:00	281		377	81	558				
5:30	125		165	61	226				
6:00	56		62	14	76				
6:30	23		24	6	30				
7:00 pm	15		15	6	21				
Total	2456	3119	5563	848	671				

L E A V I N G									
30 Min Pas-	Local	Out-	R.R. Total	Pas-	Pedes-	Total			
Period senger	Transit	of	or	senger	Transit	Persons			
Ending Autos	Vehicles	Town	Per-	Transit	Transit	Leaving			
7:30 am	84	334	420	Autos	Buses	Trucks			
7:00	176	953	1138	112	1250	485			
8:30	222	1130	1354	50	1404				
9:00	194	489	686	22	708				
9:30	96	213	310	15	325				
10:00	66		71	25	96				
10:30	92		95	17	112				
11:00	59		65	7	72				
11:30 am	107		115	25	140				
12:00	82		86	53	139				
12:30 pm	66		76	43	119				
1:00	62		63	20	83				
1:30	69		73	10	83				
2:00	102		110	8	118				
2:30	92		97	13	110				
3:00	92		95	9	104				
3:30	77		87	15	102				
4:00	83		90	27	117				
4:30	135		189	44	233				
5:00	281		377	81	558				
5:30	125		165	61	226				
6:00	56		62	14	76				
6:30	23		24	6	30				
7:00 pm	15		15	6	21				
Total	2456	3119	5563	848	671				



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SANSOME between Broadway and Pacific, Monday 27 October, 1947

	ENTERING					LEAVING				
	Out-	of	or	R.E. Total		Out-	of	or	R.E. Total	
30 Min Pas-	Local	Transit	Local		Pas-	Local	Transit	Local		Total
Period senger					senger					Pedes- Persons
Ending Autos	Vehicles	Buses	Trucks	Trains	Trucks	Vehicles	Buses	Trucks	Trains	Leaving
7:30 am	42	55	40	25	18	7	3	5	3	144
8:00	55	40	25	18	7	3	5	3	144	28
8:30	55	40	25	18	7	3	5	3	144	47
9:00	25	18	7	3	5	3	144	28	172	336
9:30	18	7	3	144	28	172	336	204	188	15
10:00	25	18	7	3	5	3	144	28	172	17
10:30	19	19	18	18	18	18	18	18	18	22
11:00	18	18	18	18	18	18	18	18	18	20
11:30 am	21	21	21	21	21	21	21	21	21	16
12:00	47	47	47	47	47	47	47	47	47	126
12:30 pm	46	46	46	46	46	46	46	46	46	20
1:00	30	30	30	30	30	30	30	30	30	146
1:30	19	19	19	19	19	19	19	19	19	126
2:00	10	10	10	10	10	10	10	10	10	110
2:30	10	10	10	10	10	10	10	10	10	103
3:00	20	20	20	20	20	20	20	20	20	116
3:30	17	17	17	17	17	17	17	17	17	122
4:00	12	12	12	12	12	12	12	12	12	29
4:30	31	31	31	31	31	31	31	31	31	40
5:00	76	76	76	76	76	76	76	76	76	174
5:30	22	22	22	22	22	22	22	22	22	134
6:00	11	11	11	11	11	11	11	11	11	148
6:30	3	3	3	3	3	3	3	3	3	164
7:00 pm	5	5	5	5	5	5	5	5	5	150
Total	622	622	622	622	622	622	622	622	622	117
										151
										174
										134
										15
										148
										164
										150
										115
										117
										174
										344
										1116
										1480
										1080
										117
										54
										7096





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MONTGOMERY between Broadway and Pacific, Monday 27 October, 1947

	E N T E R I N G					L E A V I N G				
	Out-	Local	Transit	Town Fer-	Total	Out-	Local	Transit	Town Fer-	Total
30 Min Pas-	R.R. Total	of Pas-	senger	senger	Pedes-	R.R. Total	of Pas-	senger	senger	Pedes-
Period			Autos	Autos	trians			Autos	Autos	trians
Entering			Leaving	Leaving	Entering			Leaving	Leaving	Leaving
7:30 am	26	59	52	111	54	11	27	11	12	22
8:00	57	57	52	109	54	27	14	14	30	39
9:00	53	53	24	77	77	5	5	5	60	44
9:30	24	24	15	39	39	9	9	9	9	65
10:00	45	45	12	57	57	20	20	20	7	18
10:30	36	36	15	51	51	11	11	11	6	27
11:00	36	36	8	44	44	12	12	12	6	17
11:30 am	35	35	16	51	51	20	20	20	11	18
12:00	45	45	73	118	118	11	11	11	22	31
12:30 pm	60	60	30	90	90	30	30	30	29	33
1:00	45	45	21	66	66	8	8	8	42	59
1:30	59	59	37	96	96	23	23	23	18	50
2:00	36	36	21	57	57	14	14	14	10	41
2:30	23	23	18	41	41	11	11	11	13	24
3:00	38	38	92	130	130	24	24	24	15	39
3:30	27	27	58	85	85	18	18	18	6	24
4:00	53	53	26	79	79	12	12	12	19	31
4:30	59	59	25	86	86	33	33	33	43	76
5:00	42	42	25	67	67	23	23	23	31	54
5:30	68	68	21	89	89	39	39	39	40	79
6:00	27	27	16	43	43	14	14	14	16	30
6:30	15	15	6	21	21	5	5	5	15	20
7:00 pm	23	23	10	33	33	12	12	12	3	15
Total	991	991	703	1694	1694	406	406	406	474	880

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DEPARTMENT OF ZOOLOGY, HARVARD UNIVERSITY, CAMBRIDGE, MASSACHUSETTS 02138

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On KEARNY between Broadway and Pacific, Monday 27 October, 1947

ENTERING

30 Min Pas- Period senger Ending Autos	Local Transit Vehicles	Out- of Town	R.R. Fer- or sengers Buses rics	Total Pedes- trians Entering	Total Persons Entering
7:30 am	451	457	15	15	472
8:00	12	305	31	31	348
8:30	9	305	31	31	345
9:00	12	182	25	25	219
9:30	17	113	24	24	154
10:00	14	106	28	28	143
10:30	20	82	10	10	112
11:00	12	61	35	35	103
11:30 am	23	59	35	35	117
12:00	32	61	73	73	157
12:30 pm	32	51	42	42	125
1:00	42	54	45	45	141
1:30	32	85	75	75	192
2:00	32	51	54	54	137
2:30	15	86	33	33	134
3:00	12	98	35	35	143
3:30	26	119	27	27	172
4:00	18	135	50	50	203
4:30	24	244	33	33	301
5:00	17	239	26	26	282
5:30	24	115	36	36	175
6:00	21	82	34	34	137
6:30	24	93	59	59	176
7:00 pm	15	38	53	33	91
Total	4482	3215	3637	897	4594

LEAVING

Out- of Town	R.R. Fer- or sengers Buses rics	Local Transit Vehicles	Pas- senger Autos	Total Pedes- trians Leaving	Total Persons Leaving
336	15	336	15	351	24
151	33	151	33	184	26
98	18	98	18	116	33
34	32	34	32	66	40
35	23	35	23	58	18
30	42	30	42	72	11
25	24	25	24	49	15
36	39	36	39	75	20
36	50	36	50	86	40
51	56	51	56	107	41
47	73	47	73	125	64
46	57	46	57	103	51
58	57	58	57	115	32
49	23	49	21	70	23
84	44	84	44	128	17
81	18	81	18	99	31
162	23	162	23	185	23
156	23	156	23	179	29
175	26	175	26	201	34
242	18	242	18	260	48
191	42	191	42	233	73
52	57	52	57	109	66
24	72	24	72	96	62
2249	801	2249	801	3050	58
Total	4482	3215	3637	897	4594



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On COLUMBUS between Broadway and Pacific, Monday 27 October, 1947

# ENTERTAINING

30 Min Pas- period sender Ending Autos	Local Transit Vehicles	Out- of Tomb	R.R. Total or Pas- sengers	Pedes- trians	Total Persons
7:30 am	239	359	578	103	681
8:00	420	771	1191	265	1456
8:30	501	893	1394	205	1599
9:00	437	561	998	126	1124
9:30	275	279	554	73	627
0:00	221	130	351	90	441
0:30	180	85	265	79	344
1:00	162	59	221	56	277
1:30 am	170	48	218	71	289
2:00	168	32	200	70	270
2:30 pm	177	18	195	45	240
1:00	189	49	238	72	310
1:30	242	69	311	63	374
2:00	194	30	224	72	296
2:30	182	43	225	80	305
3:00	195	46	241	67	308
3:30	192	59	251	61	312
4:00	161	46	207	43	250
4:30	189	80	269	53	322
5:00	285	72	357	47	404
5:30	240	85	325	56	381
6:00	213	33	251	52	303
6:30	128	29	157	40	197
7:00 pm	183	24	207	32	239
Total	5543	3380	9428	1921	11349

LEAVING

Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	E.R. Total or Fer- ries	Pedestrians Leaving	Total Persons Leaving
81	90	171	20	191	191
86	105	191	26	217	217
50	49	99	24	123	123
129	52	181	34	215	215
128	44	172	51	223	223
96	28	124	55	179	179
119	41	160	77	237	237
116	39	155	57	212	212
132	91	223	70	293	293
116	74	190	56	246	246
170	66	236	60	296	296
143	53	196	70	266	266
122	79	201	80	281	281
138	74	212	82	294	294
125	81	206	111	317	317
132	97	229	86	315	315
107	96	203	103	306	306
144	130	274	107	381	381
171	414	585	155	740	740
269	666	935	226	1161	1161
380	1033	1413	332	1745	1745
225	462	687	127	814	814
90	257	457	112	569	569
93	118	216	76	292	292
177	429	716	219	991	991

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CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GRANT between Broadway and Pacific, Monday 27 October, 1947

	E N T E R I N G					L E A V I N G				
	Out-	R.R. Total	Local	Pas- senger Autos	Total	Out-	R.R. Total	Local	Pas- senger Autos	Total
30 Min Pas- Period	Transit	Town	Transit	Town	Transit	Transit	Town	Transit	Town	Transit
Ending Autos	Local	Transit	Local	Transit	Local	Local	Transit	Local	Transit	Local
7:30 am	21	21	31	52	14	14	14	32	46	46
8:00	27	27	50	77	30	30	30	30	60	60
8:30	30	30	60	90	21	21	21	96	105	105
9:00	33	33	73	106	27	27	27	81	102	102
9:30	41	41	131	172	20	20	20	101	123	123
10:00	32	32	113	145	30	30	30	113	143	143
10:30	24	24	132	156	24	24	24	158	178	178
11:00	26	26	110	136	41	41	41	150	174	174
11:30 am	57	57	145	202	26	26	26	161	202	202
12:00	48	48	167	215	32	32	32	212	238	238
12:30 pm	33	33	168	201	36	36	36	202	234	234
1:00	38	38	153	191	33	33	33	237	273	273
1:30	42	42	226	268	21	21	21	261	288	288
2:00	33	33	190	223	18	18	18	204	225	225
2:30	47	47	160	207	24	24	24	163	181	181
3:00	44	44	215	259	35	35	35	174	198	198
3:30	32	32	215	247	27	27	27	150	185	185
4:00	33	33	205	238	29	29	29	153	180	180
4:30	41	41	185	226	29	29	29	174	203	203
5:00	54	54	160	214	39	39	39	182	211	211
5:30	53	53	200	253	50	50	50	257	296	296
6:00	41	41	130	171	48	48	48	176	202	202
6:30	39	39	115	154	48	48	48	130	180	180
7:00 pm	47	47	171	218	749	749	749	116	164	164
Total	916	916	3505	4421	3680	3680	3680	4429	4429	4429





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On STOCKTON between Broadway and Pacific, Monday 27 October, 1947

ENTERING										LEAVING									
30 Min Pas-	Local	Transit	Town Fer-	Out-	of or Pas-	Pas-	Local	Transit	Town Fer-	Out-	of or Pas-	Pas-	Local	Transit	Town Fer-	Autos, Vehicles	Buses	Trains	Persons
Period																			
Entering																			
Autos																			
7:30 am	44	545	589	43	632	39	159	81	267	198	52	250	39	159	81	267	198	52	250
8:00	84	1051	1135	67	1202	81	267	81	267	348	53	401	81	267	81	267	348	53	401
8:30	53	1051	1104	59	1163	83	215	59	1163	298	143	441	83	215	59	1163	298	143	441
9:00	123	634	762	78	840	60	331	78	840	391	72	463	60	331	78	840	391	72	463
9:30	68	553	621	77	698	60	82	77	698	142	43	185	60	82	77	698	142	43	185
10:00	107	386	493	53	546	65	176	53	546	241	73	314	65	176	53	546	241	73	314
10:30	72	398	476	50	526	66	128	50	526	194	60	254	66	128	50	526	194	60	254
11:00	96	442	538	148	686	83	172	148	686	255	87	342	83	172	148	686	255	87	342
11:30 am	96	299	395	94	489	78	323	94	489	401	115	516	78	323	94	489	401	115	516
12:00	47	346	393	112	505	92	273	112	505	365	93	458	92	273	112	505	365	93	458
12:30 pm	63	331	399	151	550	105	239	151	550	344	120	464	105	239	151	550	344	120	464
1:00	54	406	460	125	585	103	250	125	585	358	114	472	103	250	125	585	358	114	472
1:30	101	364	465	80	545	86	272	80	545	358	74	432	86	272	80	545	358	74	432
2:00	98	287	385	85	470	92	276	85	470	368	96	464	92	276	85	470	368	96	464
2:30	96	297	393	60	453	96	360	60	453	456	105	561	96	360	60	453	456	105	561
3:00	120	278	398	80	478	89	389	80	478	477	117	595	89	389	80	478	477	117	595
3:30	105	449	554	110	664	104	505	110	664	609	150	759	104	505	110	664	609	150	759
4:00	114	366	480	130	610	90	535	130	610	625	115	740	90	535	130	610	625	115	740
4:30	71	345	416	85	501	86	796	85	501	332	95	977	86	796	85	501	332	95	977
5:00	119	377	496	90	586	122	583	90	586	710	79	789	122	583	90	586	710	79	789
5:30	117	234	351	80	431	153	1510	80	431	1663	118	1781	153	1510	80	431	1663	118	1781
6:00	105	158	263	85	348	137	1117	85	348	1294	82	1336	137	1117	85	348	1294	82	1336
6:30	90	227	317	85	402	156	750	85	402	906	93	999	156	750	85	402	906	93	999
7:00 pm	102	193	295	65	360	143	382	65	360	525	99	624	143	382	65	360	525	99	624
Total	2161	10017	12173	2092	14270	2274	10095	2092	14270	12369	2248	14617	2274	10095	2092	14270	12369	2248	14617



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On PACIFIC between Powell and Stockton, Monday 27 October, 1947

E N T E R I N G				
30 Min Pas- Period senger	Local	Out- of	R.R. Total	Total
Ending Autos	Transit	Town	Per- sengers	Pedes- Persons
7:30 am	Autos	Leaving	Autos	Trains
138	138	138	65	203
269	107	269	107	376
357	147	357	147	504
270	93	270	93	363
125	39	125	39	164
119	34	119	34	153
131	42	131	42	173
122	40	122	40	162
119	47	119	47	166
101	65	101	65	165
92	75	92	75	167
84	51	84	51	135
93	50	93	50	143
137	35	137	35	172
111	25	111	25	136
134	52	134	52	186
137	46	137	46	183
129	57	129	57	186
123	54	123	54	177
143	47	143	47	190
141	36	141	36	177
113	38	113	38	151
119	35	119	35	154
107	37	107	37	144
Total	3414	3414	1317	4731

L E A V I N G				
30 Min Pas- Period senger	Local	Out- of	R.R. Total	Total
Ending Autos	Transit	Town	Per- sengers	Pedes- Persons
7:30 am	Autos	Leaving	Autos	Trains
23	23	23	8	31
45	45	45	28	73
62	62	62	38	100
69	69	69	31	100
52	52	52	21	73
75	75	75	27	102
68	68	68	30	98
42	42	42	18	60
71	71	71	46	117
98	98	98	41	139
78	78	78	41	119
66	66	66	47	113
77	77	77	30	107
96	96	96	33	129
108	108	108	31	139
96	96	96	50	146
104	104	104	33	137
119	119	119	59	178
111	111	111	39	150
270	270	270	58	328
352	352	352	103	455
269	269	269	55	324
128	128	128	44	172
84	84	84	48	132
Total	2563	2563	959	3522

ON BEHALF OF THE BOARD OF DIRECTORS OF THE CITY OF NEW YORK

WE HEREBY CERTIFY THAT THE FOLLOWING IS A TRUE AND CORRECT COPY OF THE RESOLUTIONS PASSED BY THE BOARD OF DIRECTORS OF THE CITY OF NEW YORK

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS AND THE SEAL OF THE CITY OF NEW YORK, THIS 10TH DAY OF JANUARY, 1901.

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On JACKSON between Powell and Stockton, Monday 27 October, 1947

ENTERING					LEAVING				
30 Min Pas- Period	enger	Local	Out- of	R.R. Total	enger	Local	Out- of	R.R. Total	Total
Ending Autos	Transit	Transit	Town	Per- son- s	Transit	Transit	Town	Per- son- s	Persons
7:30 am	36	36	56	92	21	21	21	17	38
8:00	66	66	99	165	30	30	30	9	39
8:30	87	87	100	187	35	35	35	31	66
9:00	74	74	110	184	38	38	38	27	65
9:30	41	41	73	114	23	23	23	27	50
10:00	21	21	62	83	29	29	29	23	52
10:30	30	30	80	110	60	60	60	41	101
11:00	11	11	43	54	29	29	29	29	58
11:30 am	20	20	81	101	32	32	32	45	77
12:00	24	24	80	104	42	42	42	49	91
12:30 pm	29	29	81	110	59	59	59	115	174
1:00	30	30	85	115	38	38	38	67	105
1:30	62	62	98	160	47	47	47	117	164
2:00	41	41	79	120	44	44	44	77	121
2:30	50	50	75	125	45	45	45	100	145
3:00	36	36	117	153	50	50	50	133	183
3:30	38	38	166	204	65	65	65	149	214
4:00	38	38	191	229	68	68	68	182	250
4:30	47	47	110	157	59	59	59	106	165
5:00	50	50	146	196	143	143	143	139	282
5:30	36	36	193	229	180	180	180	102	282
6:00	38	38	191	229	126	126	126	161	287
6:30	44	44	128	172	84	84	84	96	180
7:00 pm	32	32	94	126	90	90	90	137	227
Total	981	981	2543	3524	1437	1437	1437	1979	3416



City and County of San Francisco  
Technical Committee, AT&P Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On WASHINGTON between Powell and Stockton, Monday 27 October, 1947

	ENTERING					Total
	Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Fer- ries	Total	
30 Min Period Ending	Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Fer- ries	Total	
7:30 am	27				27	56
8:00	66				66	79
8:30	101				101	160
9:00	68				68	410
9:30	48				48	58
10:00	59				59	60
10:30	42				42	31
11:00	32				32	29
11:30 am	21				21	77
12:00	44				44	63
12:30 pm	36				36	265
1:00	33				33	398
1:30	32				32	47
2:00	75				75	119
2:30	63				63	108
3:00	27				27	123
3:30	74				74	270
4:00	32				32	96
4:30	56				56	55
5:00	60				60	33
5:30	50				50	43
6:00	45				45	33
6:30	33				33	13
7:00 pm	45				45	29
Total	1169				1169	2553
						3722

LEAVING					
Pas- senger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Fer- ries	Total	Total
11				11	10
15				15	21
15				15	46
23				23	189
17				17	24
18				18	27
20				20	45
29				29	20
27				27	26
21				21	55
53				53	91
27				27	50
24				24	71
32				32	405
35				35	232
35				35	259
41				41	74
39				39	50
74				74	46
69				69	135
65				65	170
45				45	115
38				38	150
35				35	206
					62
					101
					136
					56
					125
					45
					110
					57
					102
					41
					79
					28
					63
808				808	2044
					2552





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On CLAY between Powell and Stockton, Monday 27 October, 1947

E N T E R I N G				
	Out-	of or	Pas-	Total
	R.R.	Town Fer-	senger	
	Total	Buses	Autos	
30 Min Pas-	Local	Transit	Ped-	
Period senger	Vehicles	Autos	senger	
Ending Autos	Leaving	Leaving	Leaving	
7:30 am	39	126	165	20
8:00	93	351	444	68
8:30	189	386	575	74
9:00	162	277	439	63
9:30	68	56	124	24
10:00	57	43	100	30
10:30	54	33	87	31
11:00	65	38	103	27
11:30 am	59	31	90	18
12:00	41	40	81	40
12:30 pm	66	34	100	53
1:00	56	64	120	31
1:30	51	22	73	28
2:00	78	30	108	34
2:30	71	40	111	26
3:00	75	41	116	27
3:30	65	63	128	46
4:00	90	36	126	79
4:30	72	35	107	56
5:00	110	29	139	55
5:30	90	28	118	67
6:00	77	13	90	71
6:30	47	4	51	24
7:00 pm	50	3	53	52
Total	1825	1323	3048	1044
				4692

L E A V I N G				
	Out-	of or	Pas-	Total
	R.R.	Town Fer-	senger	
	Total	Buses	Autos	
30 Min Pas-	Local	Transit	Ped-	
Period senger	Vehicles	Autos	senger	
Ending Autos	Leaving	Leaving	Leaving	
7:30 am	39	126	165	20
8:00	93	351	444	68
8:30	189	386	575	74
9:00	162	277	439	63
9:30	68	56	124	24
10:00	57	43	100	30
10:30	54	33	87	31
11:00	65	38	103	27
11:30 am	59	31	90	18
12:00	41	40	81	40
12:30 pm	66	34	100	53
1:00	56	64	120	31
1:30	51	22	73	28
2:00	78	30	108	34
2:30	71	40	111	26
3:00	75	41	116	27
3:30	65	63	128	46
4:00	90	36	126	79
4:30	72	35	107	56
5:00	110	29	139	55
5:30	90	28	118	67
6:00	77	13	90	71
6:30	47	4	51	24
7:00 pm	50	3	53	52
Total	1825	1323	3048	1044
				4692



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SACRAMENTO between Stockton and Powell, Monday 27 October, 1947

ENTERING					LEAVING				
Period	Pas- enger	Local Transit	Out- of Town	R.R. Total	Pas- enger	Local Transit	Out- of Town	R.R. Total	Total
30 Min	Pas- enger	Local Transit	Out- of Town	R.R. Total	Pas- enger	Local Transit	Out- of Town	R.R. Total	Total
Ending	Autos	Vehicles	Autos	Vehicles	Autos	Vehicles	Autos	Vehicles	Persons
7:30 am	20	42	69	11	26	18	46	83	47
8:00	42	69	11	122	46	37	81	106	88
8:30	61	16	10	87	44	37	82	114	85
9:00	16	10	11	37	62	20	67	148	89
9:30	10	11	9	30	33	34	57	106	77
10:00	11	9	16	36	33	24	55	114	64
10:30	9	16	11	42	41	14	74	122	58
11:00	16	11	9	36	44	30	72	130	80
11:30 am	11	27	9	47	53	19	108	147	75
12:00	27	9	3	39	60	48	107	159	117
12:30 pm	9	3	10	22	44	29	73	105	81
1:00	3	13	3	19	59	46	112	114	108
1:30	13	3	18	34	78	34	106	118	122
2:00	3	18	11	32	66	48	164	121	114
2:30	3	11	20	34	54	52	147	185	114
3:00	11	20	33	64	74	90	281	33	180
3:30	20	33	27	80	93	54	46	46	327
4:00	27	40	16	83	114	167	606	73	652
4:30	27	16	12	55	212	394	700	88	773
5:00	40	16	12	68	293	407	496	30	584
5:30	16	12	57	85	192	304	201	14	231
6:00	12	57	1947	2110	80	121	32	453	96
6:30	12	57	1947	2110	56	26	82	453	4510
Total	507	507	1947	2110	56	26	82	453	4510



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On POWELL between Sacramento and California, Monday 27 October, 1947

ENTERING						LEAVING					
30 Min Pas- Period senger Ending Autos	Local	Out- of Town	R.R. Total	Pas- senger Autos	Total Pedes- trians Entering	Local	Out- of Town	R.R. Total	Pas- senger Autos	Total Pedes- trians Leaving	
7:30 am	20	133	153	414	23	93	123	6	129	189	
8:00	74	340	414		460	55	60	115	15	130	
8:30	86	756	842		899	65	58	123	25	148	
9:00	95	361	456		509	36	28	64	21	85	
9:30	62	215	277		295	41	57	98	15	113	
10:00	68	211	279		305	48	56	104	10	114	
10:30	71	171	242		28	51	94	145	12	157	
11:00	89	207	296		311	51	118	169	12	181	
11:30 am	72	210	282		21	83	92	175	11	186	
12:00	81	156	237		13	72	142	214	12	226	
12:30 pm	92	171	263		27	71	185	256	16	272	
1:00	99	244	343		21	59	187	246	11	257	
1:30	54	165	219		34	72	154	226	16	242	
2:00	84	181	265		25	62	189	251	23	274	
2:30	74	205	279		38	63	202	265	23	288	
3:00	74	132	206		23	53	190	243	20	263	
3:30	84	159	243		20	53	303	356	31	357	
4:00	113	206	319		27	66	381	447	24	471	
4:30	93	148	241		42	69	436	505	34	539	
5:00	134	168	302		42	71	602	673	79	752	
5:30	104	119	223		32	66	692	758	84	842	
6:00	95	79	174		29	77	719	796	84	880	
6:30	63	63	134		42	71	430	523	48	571	
7:00 pm	89	64	153		42	71	189	260	23	283	
Total 1973		4,664	6,842		7,586		5,657	7,745		7,790	



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MASON between Sacramento and California, Tuesday 28 October, 1947

ENTERING

30 Min Pas- period senger	Local Transit	Out- of or	R.R. Total	Total Persons
Entering Autos	Local Vehicles	Transit Town Fer- ries	Autos	Persons
7:30 am 9	14	18	56	23
8:00 18	16	6	74	22
8:30 6	17	29	46	41
9:00 29	33	33	12	38
9:30 33	26	26	22	48
10:00 26	26	39	4	43
10:30 26	27	57	24	81
11:00 26	29	29	9	38
11:30 am 39	30	30	16	46
12:00 27	50	61	22	72
12:30 pm 57	62	62	23	85
1:00 29	59	59	24	83
1:30 30	65	65	23	88
2:00 50	69	69	21	90
2:30 61	96	96	26	122
3:00 62	72	72	28	100
3:30 59	75	75	27	102
4:00 65	92	92	14	106
4:30 69	74	74	24	98
5:00 96	1130	1130	490	1620
5:30 72				
6:00 75				
6:30 92				
7:00 pm 74				
Total 1130				

LEAVING

Out- of or	R.R. Total	Total Persons
Autos	Local Vehicles	Transit Town Fer- ries
12	12	24
45	45	29
11	11	4
44	44	6
26	26	1
36	36	5
44	44	17
42	42	15
63	63	12
63	63	3
173	173	10
74	74	4
96	96	6
123	123	37
141	141	31
101	101	18
86	86	28
101	101	27
137	137	29
149	149	39
101	101	35
153	153	19
103	103	22
105	105	17
2034	2034	438
Total 2472		





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On CALIFORNIA between Taylor and Mason, Tuesday 23 October, 1947

30 Min Pas- Period senger Ending Autos	Local Transit Vehicles	ENTRANCE			Total Persons	
		Out- Autos	or Transit	Passengers Entering		
7:30 am	269	505	12	517		
8:00	503	1013	82	1095		
8:30	613	1471	171	1642		
9:00	675	1093	83	1176		
9:30	471	671	23	709		
10:00	371	537	25	962		
10:30	413	553	22	609		
11:00	353	511	10	821		
11:30 am	270	403	0	403		
12:00	304	463	7	475		
12:30 pm	393	511	2	913		
1:00	353	342	2	344		
1:30	305	407	2	415		
2:00	311	397	4	401		
2:30	267	335	1	336		
3:00	315	323	5	343		
3:30	224	315	2	317		
4:00	401	437	17	904		
4:30	417	527	11	955		
5:00	406	572	23	600		
5:30	394	457	30	477		
6:00	371	399	26	429		
6:30	346	353	34	417		
7:00 pm	357	375	35	413		
Total	9309	13159	635	13794		

30 Min Pas- Period senger Ending Autos	Local Transit Vehicles	EXIT			Total Persons	
		Out- Autos	or Transit	Passengers Leaving		
7:30 am	269	55	21	74		
8:00	503	133	45	173		
8:30	613	219	72	291		
9:00	675	201	55	256		
9:30	471	133	42	230		
10:00	371	199	50	209		
10:30	413	216	33	249		
11:00	353	219	77	296		
11:30 am	270	237	69	306		
12:00	304	239	106	345		
12:30 pm	393	300	114	414		
1:00	353	245	77	322		
1:30	305	204	76	280		
2:00	311	219	91	310		
2:30	267	230	100	330		
3:00	315	290	121	411		
3:30	224	246	115	361		
4:00	401	276	123	399		
4:30	417	333	294	627		
5:00	406	509	953	1063		
5:30	394	709	403	1117		
6:00	371	539	431	1020		
6:30	346	321	104	425		
7:00 pm	357	291	49	341		
Total	9309	6530	3366	9996		

100  
100  
100  
100  
100  
100

1	Jan 1	Balance	100.00
2	Jan 2	Jan 1	100.00
3	Jan 3	Jan 2	100.00
4	Jan 4	Jan 3	100.00
5	Jan 5	Jan 4	100.00
6	Jan 6	Jan 5	100.00
7	Jan 7	Jan 6	100.00
8	Jan 8	Jan 7	100.00
9	Jan 9	Jan 8	100.00
10	Jan 10	Jan 9	100.00
11	Jan 11	Jan 10	100.00
12	Jan 12	Jan 11	100.00
13	Jan 13	Jan 12	100.00
14	Jan 14	Jan 13	100.00
15	Jan 15	Jan 14	100.00
16	Jan 16	Jan 15	100.00
17	Jan 17	Jan 16	100.00
18	Jan 18	Jan 17	100.00
19	Jan 19	Jan 18	100.00
20	Jan 20	Jan 19	100.00
21	Jan 21	Jan 20	100.00
22	Jan 22	Jan 21	100.00
23	Jan 23	Jan 22	100.00
24	Jan 24	Jan 23	100.00
25	Jan 25	Jan 24	100.00
26	Jan 26	Jan 25	100.00
27	Jan 27	Jan 26	100.00
28	Jan 28	Jan 27	100.00
29	Jan 29	Jan 28	100.00
30	Jan 30	Jan 29	100.00
31	Jan 31	Jan 30	100.00
32	Feb 1	Jan 31	100.00
33	Feb 2	Feb 1	100.00
34	Feb 3	Feb 2	100.00
35	Feb 4	Feb 3	100.00
36	Feb 5	Feb 4	100.00
37	Feb 6	Feb 5	100.00
38	Feb 7	Feb 6	100.00
39	Feb 8	Feb 7	100.00
40	Feb 9	Feb 8	100.00
41	Feb 10	Feb 9	100.00
42	Feb 11	Feb 10	100.00
43	Feb 12	Feb 11	100.00
44	Feb 13	Feb 12	100.00
45	Feb 14	Feb 13	100.00
46	Feb 15	Feb 14	100.00
47	Feb 16	Feb 15	100.00
48	Feb 17	Feb 16	100.00
49	Feb 18	Feb 17	100.00
50	Feb 19	Feb 18	100.00
51	Feb 20	Feb 19	100.00
52	Feb 21	Feb 20	100.00
53	Feb 22	Feb 21	100.00
54	Feb 23	Feb 22	100.00
55	Feb 24	Feb 23	100.00
56	Feb 25	Feb 24	100.00
57	Feb 26	Feb 25	100.00
58	Feb 27	Feb 26	100.00
59	Feb 28	Feb 27	100.00
60	Feb 29	Feb 28	100.00
61	Mar 1	Feb 29	100.00
62	Mar 2	Mar 1	100.00
63	Mar 3	Mar 2	100.00
64	Mar 4	Mar 3	100.00
65	Mar 5	Mar 4	100.00
66	Mar 6	Mar 5	100.00
67	Mar 7	Mar 6	100.00
68	Mar 8	Mar 7	100.00
69	Mar 9	Mar 8	100.00
70	Mar 10	Mar 9	100.00
71	Mar 11	Mar 10	100.00
72	Mar 12	Mar 11	100.00
73	Mar 13	Mar 12	100.00
74	Mar 14	Mar 13	100.00
75	Mar 15	Mar 14	100.00
76	Mar 16	Mar 15	100.00
77	Mar 17	Mar 16	100.00
78	Mar 18	Mar 17	100.00
79	Mar 19	Mar 18	100.00
80	Mar 20	Mar 19	100.00
81	Mar 21	Mar 20	100.00
82	Mar 22	Mar 21	100.00
83	Mar 23	Mar 22	100.00
84	Mar 24	Mar 23	100.00
85	Mar 25	Mar 24	100.00
86	Mar 26	Mar 25	100.00
87	Mar 27	Mar 26	100.00
88	Mar 28	Mar 27	100.00
89	Mar 29	Mar 28	100.00
90	Mar 30	Mar 29	100.00
91	Mar 31	Mar 30	100.00
92	Apr 1	Mar 31	100.00
93	Apr 2	Apr 1	100.00
94	Apr 3	Apr 2	100.00
95	Apr 4	Apr 3	100.00
96	Apr 5	Apr 4	100.00
97	Apr 6	Apr 5	100.00
98	Apr 7	Apr 6	100.00
99	Apr 8	Apr 7	100.00
100	Apr 9	Apr 8	100.00
101	Apr 10	Apr 9	100.00
102	Apr 11	Apr 10	100.00
103	Apr 12	Apr 11	100.00
104	Apr 13	Apr 12	100.00
105	Apr 14	Apr 13	100.00
106	Apr 15	Apr 14	100.00
107	Apr 16	Apr 15	100.00
108	Apr 17	Apr 16	100.00
109	Apr 18	Apr 17	100.00
110	Apr 19	Apr 18	100.00
111	Apr 20	Apr 19	100.00
112	Apr 21	Apr 20	100.00
113	Apr 22	Apr 21	100.00
114	Apr 23	Apr 22	100.00
115	Apr 24	Apr 23	100.00
116	Apr 25	Apr 24	100.00
117	Apr 26	Apr 25	100.00
118	Apr 27	Apr 26	100.00
119	Apr 28	Apr 27	100.00
120	Apr 29	Apr 28	100.00
121	Apr 30	Apr 29	100.00
122	May 1	Apr 30	100.00
123	May 2	May 1	100.00
124	May 3	May 2	100.00
125	May 4	May 3	100.00
126	May 5	May 4	100.00
127	May 6	May 5	100.00
128	May 7	May 6	100.00
129	May 8	May 7	100.00
130	May 9	May 8	100.00
131	May 10	May 9	100.00
132	May 11	May 10	100.00
133	May 12	May 11	100.00
134	May 13	May 12	100.00
135	May 14	May 13	100.00
136	May 15	May 14	100.00
137	May 16	May 15	100.00
138	May 17	May 16	100.00
139	May 18	May 17	100.00
140	May 19	May 18	100.00
141	May 20	May 19	100.00
142	May 21	May 20	100.00
143	May 22	May 21	100.00
144	May 23	May 22	100.00
145	May 24	May 23	100.00
146	May 25	May 24	100.00
147	May 26	May 25	100.00
148	May 27	May 26	100.00
149	May 28	May 27	100.00
150	May 29	May 28	100.00
151	May 30	May 29	100.00
152	May 31	May 30	100.00
153	Jun 1	May 31	100.00
154	Jun 2	Jun 1	100.00
155	Jun 3	Jun 2	100.00
156	Jun 4	Jun 3	100.00
157	Jun 5	Jun 4	100.00
158	Jun 6	Jun 5	100.00
159	Jun 7	Jun 6	100.00
160	Jun 8	Jun 7	100.00
161	Jun 9	Jun 8	100.00
162	Jun 10	Jun 9	100.00
163	Jun 11	Jun 10	100.00
164	Jun 12	Jun 11	100.00
165	Jun 13	Jun 12	100.00
166	Jun 14	Jun 13	100.00
167	Jun 15	Jun 14	100.00
168	Jun 16	Jun 15	100.00
169	Jun 17	Jun 16	100.00
170	Jun 18	Jun 17	100.00
171	Jun 19	Jun 18	100.00
172	Jun 20	Jun 19	100.00
173	Jun 21	Jun 20	100.00
174	Jun 22	Jun 21	100.00
175	Jun 23	Jun 22	100.00
176	Jun 24	Jun 23	100.00
177	Jun 25	Jun 24	100.00
178	Jun 26	Jun 25	100.00
179	Jun 27	Jun 26	100.00
180	Jun 28	Jun 27	100.00
181	Jun 29	Jun 28	100.00
182	Jun 30	Jun 29	100.00
183	Jul 1	Jun 30	100.00
184	Jul 2	Jul 1	100.00
185	Jul 3	Jul 2	100.00
186	Jul 4	Jul 3	100.00
187	Jul 5	Jul 4	100.00
188	Jul 6	Jul 5	100.00
189	Jul 7	Jul 6	100.00
190	Jul 8	Jul 7	100.00
191	Jul 9	Jul 8	100.00
192	Jul 10	Jul 9	100.00
193	Jul 11	Jul 10	100.00
194	Jul 12	Jul 11	100.00
195	Jul 13	Jul 12	100.00
196	Jul 14	Jul 13	100.00
197	Jul 15	Jul 14	100.00
198	Jul 16	Jul 15	100.00
199	Jul 17	Jul 16	100.00
200	Jul 18	Jul 17	100.00
201	Jul 19	Jul 18	100.00
202	Jul 20	Jul 19	100.00
203	Jul 21	Jul 20	100.00
204	Jul 22	Jul 21	100.00
205	Jul 23	Jul 22	100.00
206	Jul 24	Jul 23	100.00
207	Jul 25	Jul 24	100.00
208	Jul 26	Jul 25	100.00
209	Jul 27	Jul 26	100.00
210	Jul 28	Jul 27	100.00
211	Jul 29	Jul 28	100.00
212	Jul 30	Jul 29	100.00
213	Jul 31	Jul 30	100.00
214	Aug 1	Jul 31	100.00
215	Aug 2	Aug 1	100.00
216	Aug 3	Aug 2	100.00
217	Aug 4	Aug 3	100.00
218	Aug 5	Aug 4	100.00
219	Aug 6	Aug 5	100.00
220	Aug 7	Aug 6	100.00
221	Aug 8	Aug 7	100.00
222	Aug 9	Aug 8	100.00
223	Aug 10	Aug 9	100.00
224	Aug 11	Aug 10	100.00
225	Aug 12	Aug 11	100.00
226	Aug 13	Aug 12	100.00
227	Aug 14	Aug 13	100.00
228	Aug 15	Aug 14	100.00
229	Aug 16	Aug 15	100.00
230	Aug 17	Aug 16	100.00
231	Aug 18	Aug 17	100.00
232	Aug 19	Aug 18	100.00
233	Aug 20	Aug 19	100.00
234	Aug 21	Aug 20	100.00
235	Aug 22	Aug 21	100.00
236	Aug 23	Aug 22	100.00
237	Aug 24	Aug 23	100.00
238	Aug 25	Aug 24	100.00
239	Aug 26	Aug 25	100.00
240	Aug 27	Aug 26	100.00
241	Aug 28	Aug 27	100.00
242	Aug 29	Aug 28	100.00
243	Aug 30	Aug 29	100.00
244	Aug 31	Aug 30	100.00
245	Sep 1	Aug 31	100.00
246	Sep 2	Sep 1	100.00
247	Sep 3	Sep 2	100.00
248	Sep 4	Sep 3	100.00
249	Sep 5	Sep 4	100.00
250	Sep 6	Sep 5	100.00
251	Sep 7	Sep 6	100.00
252	Sep 8	Sep 7	100.00
253	Sep 9	Sep 8	100.00
254	Sep 10	Sep 9	100.00
255	Sep 11	Sep 10	100.00
256	Sep 12	Sep 11	100.00
257	Sep 13	Sep 12	100.00
258	Sep 14	Sep 13	100.00
259	Sep 15	Sep 14	100.00
260	Sep 16	Sep 15	100.00
261	Sep 17	Sep 16	100.00
262	Sep 18	Sep 17	100.00
263	Sep 19	Sep 18	100.00
264	Sep 20	Sep 19	100.00
265	Sep 21	Sep 20	100.00
266	Sep 22	Sep 21	100.00
267	Sep 23	Sep 22	100.00
268	Sep 24	Sep 23	100.00
269	Sep 25	Sep 24	100.00
270	Sep 26	Sep 25	100.00
271	Sep 27	Sep 26	100.00
272	Sep 28	Sep 27	100.00
273	Sep 29	Sep 28	100.00
274	Sep 30	Sep 29	100.00
275	Sep 31	Sep 30	100.00
276	Oct 1	Sep 31	100.00
277	Oct 2	Oct 1	100.00
278	Oct 3	Oct 2	100.00
279	Oct 4	Oct 3	100.00
280	Oct 5	Oct 4	100.00
281	Oct 6	Oct 5	100.00
282	Oct 7	Oct 6	100.00
283	Oct 8	Oct 7	100.00
284	Oct 9	Oct 8	100.00
285	Oct 10	Oct 9	100.00
286	Oct 11	Oct 10	100.00
287	Oct 12	Oct 11	100.00
288	Oct 13	Oct 12	100.00
289	Oct 14	Oct 13	100.00
290	Oct 15	Oct 14	100.00
291	Oct 16	Oct 15	100.00
292	Oct 17	Oct 16	100.00
293	Oct 18	Oct 17	100.00
294	Oct 19	Oct 18	100.00
295	Oct 20	Oct 19	100.00
296	Oct 21	Oct 20	100.00
297	Oct 22	Oct 21	100.00
298	Oct 23	Oct 22	100.00
299	Oct 24	Oct 23	100.00
300	Oct 25	Oct 24	100.00
301	Oct 26	Oct 25	100.00
302	Oct 27	Oct 26	100.00
303	Oct 28	Oct 27	100.00
304	Oct 29	Oct 28	100.00
305	Oct 30	Oct 29	100.00
306	Oct 31	Oct 30	100.00
307	Nov 1	Oct 31	100.00
308	Nov 2	Nov 1	

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On PINE between Taylor and Mason, Tuesday 28 October, 1947

30 Min Pas- Period songer Ending Autos	E N T E R I N G				L E A V I N G			
	Pas- enger	Local Transit	Out- of Town	R.R. Total	Pas- enger	Local Transit	Out- of Town	R.R. Total
7:30 am	18	73	70	161	10	16	137	163
8:00	73	70	49	192	171	227	253	290
8:30	49	18	10	177	224	192	155	234
9:00	18	31	23	194	191	194	191	172
9:30	31	17	11	191	236	237	237	203
10:00	23	14	14	236	237	270	264	246
10:30	17	9	22	237	270	264	359	231
11:00	11	11	22	236	270	264	359	270
11:30 am	11	11	22	236	270	264	359	270
12:00	10	11	22	236	270	264	359	270
12:30 pm	14	14	14	237	270	264	359	270
1:00	14	14	14	237	270	264	359	270
1:30	14	14	14	237	270	264	359	270
2:00	9	9	9	237	270	264	359	270
2:30	22	22	22	237	270	264	359	270
3:00	11	11	11	237	270	264	359	270
3:30	10	10	10	237	270	264	359	270
4:00	26	26	26	237	270	264	359	270
4:30	33	33	33	237	270	264	359	270
5:00	27	27	27	237	270	264	359	270
5:30	61	61	61	237	270	264	359	270
6:00	53	53	53	237	270	264	359	270
6:30	48	48	48	237	270	264	359	270
7:00 pm	36	36	36	237	270	264	359	270
Total	699	699	699	8053	182	182	495	3543



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TAYLOR between Pine and Bush, Tuesday 28 October, 1947

ENTERING					LEAVING				
30 Min Period	Local Pas- enger Autos	Local Transit Vehicles	Out- of Town Fer- ries	R.R. Total of Pas- sengers	Pas- enger Autos	Local Transit Vehicles	Out- of Town Fer- ries	R.R. Total of Pas- sengers	Total
7:30 am	47			47	21			21	4
8:00	65			65	41			41	11
8:30	89			89	54			54	8
9:00	83			83	59			59	6
9:30	65			65	78			78	8
10:00	54			54	68			68	11
10:30	68			68	65			65	8
11:00	80			80	75			75	7
11:30 am	59			59	81			81	3
12:00	90			90	87			87	10
12:30 pm	101			101	99			99	19
1:00	60			60	56			56	8
1:30	71			71	54			54	9
2:00	59			59	60			60	10
2:30	57			57	83			83	10
3:00	51			51	84			84	9
3:30	57			57	104			104	21
4:00	63			63	95			95	21
4:30	90			90	87			87	35
5:00	89			89	144			144	47
5:30	81			81	96			96	42
6:00	92			92	53			53	32
6:30	75			75	39			39	15
7:00 pm	35			35	60			60	12
Total	1681			1681	1743			1743	366
				593				2274	2109



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On JONES between Pine and Bush, Tuesday 28 October, 1947

ENTERING										LEAVING									
30 Min Pas- Period Ending	enger Autos	Local Vehicles	Out- of Town	R.R. or Fer- ries	Total Pas- sengers	Pedes- trians	Total Persons Entering	Pas- enger Autos	Local Vehicles	Out- of Town	R.R. or Fer- ries	Total Pas- sengers	Pedes- trians	Total Persons Leaving					
7:30 am	8	80	88	28	116	28	144	17	14	31	9	40	9	49					
8:00	20	260	280	53	333	53	386	21	34	55	10	65	10	75					
8:30	33	349	382	22	404	22	426	51	37	88	15	103	15	118					
9:00	48	301	349	37	386	37	423	47	95	142	15	157	15	172					
9:30	26	161	187	14	201	14	215	33	25	58	12	70	12	82					
10:00	26	173	199	18	217	18	235	42	22	64	8	72	8	80					
10:30	27	113	140	19	159	19	178	38	53	91	12	103	12	115					
11:00	26	138	164	18	182	18	200	30	61	91	5	96	5	101					
11:30 am	30	120	150	6	156	6	162	23	69	92	4	96	4	100					
12:00	24	136	160	10	170	10	180	20	101	121	8	129	8	137					
12:30 pm	29	101	130	17	147	17	164	41	117	158	9	167	9	176					
1:00	32	94	126	11	137	11	148	21	99	120	7	127	7	134					
1:30	32	80	112	6	118	6	124	33	95	128	3	131	3	134					
2:00	30	97	127	8	135	8	143	30	113	143	8	156	8	164					
2:30	36	111	147	5	152	5	157	33	109	142	3	145	3	148					
3:00	42	100	142	9	151	9	160	42	155	197	2	199	2	201					
3:30	45	83	125	12	137	12	149	35	167	202	10	212	10	222					
4:00	33	115	143	17	160	17	177	30	196	226	7	233	7	240					
4:30	39	103	142	20	162	20	182	42	196	233	32	270	32	282					
5:00	65	117	182	21	203	21	224	69	245	314	15	329	15	344					
5:30	99	114	213	35	248	35	283	81	464	545	36	581	36	617					
6:00	80	82	162	37	199	37	236	80	430	510	43	553	43	596					
6:30	107	56	163	40	203	40	243	51	251	302	17	319	17	336					
7:00 pm	32	57	89	13	102	13	115	101	122	223	39	262	39	271					
Total	969	3741	4110	476	4586	476	5062	1011	3275	4285	329	4615	329	4944					





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On LEAVENWORTH between Pine and Bush, Tuesday 28 October, 1947

ENTERING				
30 Min Pas-	Local	Out- of	R.R. Total	Total
Period seages	Transit	Town Fer-	or Pas-	
Ending Autos	Vehic.	uses	ries	Pedes- Persons
		Enter-	Enter-	Enter-
		ing	ing	ing
7:30 am	57	57	30	87
8:00	119	119	77	196
8:30	132	132	68	200
9:00	194	194	81	275
9:30	107	107	36	143
10:00	114	114	31	145
10:30	101	101	25	126
11:00	123	123	29	152
11:30 am	173	173	12	185
12:00	129	129	26	155
12:30 pm	128	128	15	143
1:00	113	113	10	123
1:30	98	98	11	109
2:00	140	140	3	143
2:30	137	137	8	145
3:00	131	131	8	139
3:30	110	110	11	121
4:00	126	126	14	140
4:30	123	123	25	148
5:00	140	140	19	159
5:30	176	176	42	218
6:00	144	144	30	174
6:30	101	101	27	128
7:00 pm	87	87	21	108
Total	3003	3003	659	3662

L E A V I N G				
Pas- senger Autos.	Local Transit Vehicles	Out- of Town Buses	R.R. For- wards	Total Pas- sengers Leaving
38			38	10
74			74	28
107			107	30
143			143	40
69			69	9
147			147	16
90			90	6
129			129	12
147			147	3
146			146	27
150			150	13
105			105	13
129			129	7
134			134	5
159			159	4
158			158	7
167			167	4
177			177	21
171			171	21
177			177	40
282			282	51
278			278	44
219			219	263
153			153	44
549			549	469
				167
				4018

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CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HYDE between Pine and Bush, Tuesday 28 October, 1947

ENTERING					LEAVING				
30 Min Pas-	Local	Out- of or Pas-	Transit Town Fer- senger	Total	Local	Out- of or Pas-	Transit Town Fer- senger	Total	
Period senger	Vehicles	Autos. Buses	Trucks	Persons	Autos. Buses	Trucks	Trains	Persons	
Ending	Autos.	Buses	Trucks	Persons	Autos.	Buses	Trains	Persons	
7:30 am	45	45	83	128	44	44	40	84	
8:00	78	78	120	198	65	65	37	102	
8:30	99	99	108	207	71	71	31	102	
9:00	78	78	85	163	86	86	38	124	
9:30	74	74	47	121	62	62	27	89	
10:00	72	72	55	127	90	90	24	114	
10:30	74	74	57	131	89	89	30	119	
11:00	74	74	71	145	80	80	40	120	
11:30 am	80	80	54	134	86	86	41	127	
12:00	78	78	72	150	86	86	56	142	
12:30 pm	68	68	37	105	96	96	46	142	
1:00	125	125	61	186	89	89	44	133	
1:30	128	128	89	217	93	93	81	174	
2:00	198	198	65	263	108	108	46	154	
2:30	78	78	51	129	131	131	28	159	
3:00	123	123	62	185	104	104	70	174	
3:30	134	134	73	207	143	143	58	201	
4:00	120	120	77	197	111	111	143	254	
4:30	140	140	47	187	129	129	62	191	
5:00	132	132	68	200	203	203	74	277	
5:30	119	119	73	192	240	240	103	343	
6:00	107	107	51	158	233	233	63	296	
6:30	72	72	37	109	110	110	77	187	
7:00 pm	78	78	44	122	110	110	43	153	
Total	2174	2174	1587	3961	2659	2659	1102	3961	



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On LARKIN between Pine and Bush, Tuesday 28 October, 1947

	ENTERING				LEAVING			
	Out-	Local	Pas- enger Transit	Total	Out-	Local	Pas- enger Transit	Total
Period	R.R.	of Town	For- senger Vehicles	Persons	R.R.	of Town	For- senger Vehicles	Persons
30 Min Pas- enger Autos								
7:30 am	113	13	113	30	59	14	59	73
8:00	167	167	167	67	146	34	146	180
8:30	167	167	167	59	150	94	150	244
9:00	191	191	191	40	96	97	96	193
9:30	150	150	150	38	103	21	108	129
10:00	158	158	158	29	122	15	122	137
10:30	128	128	128	19	113	24	113	137
11:00	153	153	153	11	131	23	131	154
11:30 am	137	137	137	10	123	13	123	141
12:00	131	131	131	7	126	18	126	144
12:30 pm	135	135	135	23	167	53	167	220
1:00	141	141	141	13	170	39	170	209
1:30	68	68	68	2	128	3	128	131
2:00	123	123	123	3	134	5	134	139
2:30	147	147	147	18	174	19	174	193
3:00	128	128	128	10	164	12	164	176
3:30	102	102	102	11	170	24	170	194
4:00	128	128	128	12	197	21	197	218
4:30	134	134	134	13	207	16	207	223
5:00	155	155	155	15	243	29	243	272
5:30	189	189	189	15	330	29	330	359
6:00	158	158	158	16	246	10	246	256
6:30	110	110	110	8	183	4	183	192
7:00 pm	72	72	72	5	87	5	87	92
Total	325	325	325	174	379	627	379	1105



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FOLK between Pine and Bush, Tuesday 28 October, 1947

E N T E R I N G										L E A V I N G										
30 Min	Pas-	Local	Out-	R.R.	Total	Pas-	Local	Out-	R.R.	Total	Pas-	Local	Out-	R.R.	Total	Pas-	Local	Out-	R.R.	Total
Period	senger	Transit	of	or	Total	senger	Transit	of	or	Total	senger	Transit	of	or	Total	senger	Transit	of	or	Total
Entering	Autos	Vehicles	Town	For-	Persons	Autos	Vehicles	Town	For-	Persons	Autos	Vehicles	Town	For-	Persons	Autos	Vehicles	Town	For-	Persons
7:30 am	140	194	334	ries	396	110	155	ries	266	28	266	110	155	ries	266	110	155	ries	266	28
8:00	290	366	656	119	775	132	184	79	583	87	366	132	184	79	583	132	184	79	583	87
8:30	177	327	504	131	525	123	135	120	255	83	255	123	135	120	255	123	135	120	255	83
9:00	194	200	394	131	525	123	90	324	71	324	123	90	324	71	324	123	90	324	71	324
9:30	161	92	253	71	324	132	50	324	71	324	132	50	324	71	324	132	50	324	71	324
10:00	207	90	297	85	382	135	29	382	135	72	286	135	29	382	135	72	286	135	72	286
10:30	141	44	185	130	315	170	100	315	170	100	370	170	100	315	170	100	315	170	100	370
11:00	201	154	355	150	505	176	54	505	176	85	315	176	54	505	176	85	315	176	85	315
11:30 am	191	96	287	100	387	173	99	387	173	92	364	173	99	387	173	92	364	173	92	364
12:00	212	86	298	105	403	194	94	403	194	120	408	194	94	403	194	120	408	194	120	408
12:30 pm	155	42	197	172	369	206	65	369	206	148	419	206	65	369	206	148	419	206	148	419
1:00	129	120	249	109	358	103	41	358	103	77	226	103	41	358	103	77	226	103	77	226
1:30	219	111	330	93	423	130	103	423	130	91	379	130	103	423	130	91	379	130	91	379
2:00	200	76	276	82	358	135	106	358	135	53	344	135	106	358	135	53	344	135	53	344
2:30	209	87	296	41	337	153	104	337	153	32	289	153	104	337	153	32	289	153	32	289
3:00	222	117	339	62	401	139	132	401	139	55	376	139	132	401	139	55	376	139	55	376
3:30	167	113	280	130	460	165	145	460	165	107	417	165	145	460	165	107	417	165	107	417
4:00	127	114	241	120	361	132	138	361	132	148	468	132	138	361	132	148	468	132	148	468
4:30	255	113	368	155	523	219	174	523	219	630	630	219	174	523	219	630	630	219	630	630
5:00	243	151	394	135	529	257	279	529	257	681	681	257	279	529	257	681	681	257	681	681
5:30	243	111	354	145	499	338	376	499	338	824	824	338	376	499	338	824	824	338	824	824
6:00	221	112	333	115	443	231	432	443	231	555	868	231	432	443	231	555	868	231	555	868
6:30	212	99	311	100	411	224	121	411	224	90	435	224	121	411	224	90	435	224	90	435
7:00 pm	189	69	258	70	328	141	153	328	141	65	364	141	153	328	141	65	364	141	65	364
Total	1705	3034	7739	2616	10405	4413	3354	7767	2430	10197										





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On VAN NESS between Pine and Rush, Tuesday 28 October, 1947

30 Min Pas- Period senger Ending Autos	E N T E R I N G					L E A V I N G				
	Local	Transit	Town	Out- of	R.R. Total	Local	Transit	Town	Out- of	R.R. Total
7:30 am	390	590	251	1831	1254	204	535	69	808	84
8:00	647	1093	252	1992	2039	498	727	71	1236	56
8:30	564	949	373	1886	1923	384	488	69	941	39
9:00	618	722	203	1543	1516	342	320	65	727	71
9:30	519	408	97	1024	1065	381	213	41	635	43
10:00	567	245	235	1047	1082	189	234	77	500	35
10:30	497	308	196	1001	1045	422	241	70	733	37
11:00	549	359	142	1050	1078	491	183	145	819	36
11:30 am	560	234	130	924	937	507	238	39	784	31
12:00	446	234	152	832	864	467	230	114	811	19
12:30 pm	500	223	107	830	868	527	267	72	866	69
1:00	533	315	89	994	1047	468	205	77	750	13
1:30	509	306	89	904	935	462	337	67	866	17
2:00	647	272	122	1041	1071	494	273	128	900	14
2:30	561	298	102	961	979	471	330	103	904	12
3:00	581	278	106	965	980	456	355	184	995	27
3:30	659	481	94	1234	1250	551	481	161	1193	22
4:00	566	416	136	1118	1139	593	505	224	1322	21
4:30	638	411	87	1136	1163	567	498	248	1313	23
5:00	732	634	154	1520	1601	734	636	358	1728	43
5:30	582	383	157	1122	1156	719	412	329	2460	48
6:00	404	365	108	877	898	597	940	187	1724	18
6:30	365	294	73	734	756	536	513	130	1179	17
7:00 pm	362	263	74	702	716	452	282	174	915	13
Total	2996	10031	3391	26668	27492	11512	10455	3202	25169	748
										25917



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FRANKLIN between Pine and Bush, Tuesday 28 October, 1947

ENTRANCE										LEAVING									
Out- R.R. Total										Out- R.R. Total									
30 Min Pas- Period senger	Local	Pas- Transit	Town	or	Pas- Transit	Local	Pas- Transit	Town	or	Pas- Transit	Local	Pas- Transit	Town	or	Pas- Transit	Local	Pas- Transit	Town	or
Ending Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.	Autos.
7:30 am	167	167	167	167	167	167	167	167	167	114	114	114	114	114	114	114	114	114	114
8:00	383	383	383	383	383	383	383	383	383	249	249	249	249	249	249	249	249	249	249
8:30	390	390	390	390	390	390	390	390	390	165	165	165	165	165	165	165	165	165	165
9:00	284	284	284	284	284	284	284	284	284	147	147	147	147	147	147	147	147	147	147
9:30	230	230	230	230	230	230	230	230	230	131	131	131	131	131	131	131	131	131	131
10:00	183	183	183	183	183	183	183	183	183	141	141	141	141	141	141	141	141	141	141
10:30	209	209	209	209	209	209	209	209	209	210	210	210	210	210	210	210	210	210	210
11:00	170	170	170	170	170	170	170	170	170	141	141	141	141	141	141	141	141	141	141
11:30 am	197	197	197	197	197	197	197	197	197	177	177	177	177	177	177	177	177	177	177
12:00	185	185	185	185	185	185	185	185	185	144	144	144	144	144	144	144	144	144	144
12:30 pm	185	185	185	185	185	185	185	185	185	153	153	153	153	153	153	153	153	153	153
1:00	134	134	134	134	134	134	134	134	134	168	168	168	168	168	168	168	168	168	168
1:30	189	189	189	189	189	189	189	189	189	170	170	170	170	170	170	170	170	170	170
2:00	167	167	167	167	167	167	167	167	167	180	180	180	180	180	180	180	180	180	180
2:30	189	189	189	189	189	189	189	189	189	161	161	161	161	161	161	161	161	161	161
3:00	191	191	191	191	191	191	191	191	191	203	203	203	203	203	203	203	203	203	203
3:30	203	203	203	203	203	203	203	203	203	210	210	210	210	210	210	210	210	210	210
4:00	209	209	209	209	209	209	209	209	209	239	239	239	239	239	239	239	239	239	239
4:30	260	260	260	260	260	260	260	260	260	270	270	270	270	270	270	270	270	270	270
5:00	373	373	373	373	373	373	373	373	373	357	357	357	357	357	357	357	357	357	357
5:30	264	264	264	264	264	264	264	264	264	542	542	542	542	542	542	542	542	542	542
6:00	230	230	230	230	230	230	230	230	230	501	501	501	501	501	501	501	501	501	501
6:30	177	177	177	177	177	177	177	177	177	255	255	255	255	255	255	255	255	255	255
7:00 pm	133	133	133	133	133	133	133	133	133	171	171	171	171	171	171	171	171	171	171
Total	5317	5317	5317	5317	5317	5317	5317	5317	5317	5199	5199	5199	5199	5199	5199	5199	5199	5199	5199

6016



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BUSH between Gough and Franklin, Tuesday 28 October, 1947

ENTERING					LEAVING				
30 Min Pas-	Local	Out-	of or Pas-	Total	Pas-	Local	Out-	of or Pas-	Total
Period senger	Transit	R.R. Total	Town Fer-	Enter-	senger Transit	Town Fer-	R.R. Total	senger Pades-	Persons
Ending Autos	Vehicles		ries	ing	Autos	Vehicles		ries	Persons
7:30 am 465		465		45					15
8:00 1053		1053	70	1123					55
8:30 806		806	45	851					15
9:00 651		651	43	694					24
9:30 414		414	19	433					23
10:00 345		345	24	369					14
10:30 311		311	18	329					23
11:00 371		371	21	392					18
11:30 am 320		320	15	335					18
12:00 332		332	18	350					19
12:30 pm 272		272	20	292					30
1:00 267		267	21	288					24
1:30 312		312	20	332					16
2:00 333		333	20	353					16
2:30 323		323	19	342					22
3:00 326		326	19	345					10
3:30 359		359	38	397					41
4:00 360		360	27	387					31
4:30 392		392	42	434					60
5:00 476		476	34	510					73
5:30 354		354	32	386					63
6:00 344		344	26	370					73
6:30 275		275	17	292					36
7:00 pm 303		303	24	327					13
Total 9774		9774	677	10451					732



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
 THE METROPOLITAN TRAFFIC DISTRICT

On SUTTER between Gough and Franklin, Wednesday 29 October, 1947

ENTERING											LEAVING												
30 Min Period Ending	Pas- senger Autos	Local Transit Vehicles	of Town Buses	or Fer- riss	Total	Pas- senger Autos	Local Transit Vehicles	of Town Buses	or Fer- riss	Total	30 Min Period Ending	Pas- senger Autos	Local Transit Vehicles	of Town Buses	or Fer- riss	Total	Pas- senger Autos	Local Transit Vehicles	of Town Buses	or Fer- riss	Total		
7:30 am	41	1202	1243	1845	1291	35	157	157	102	5	197	41	1202	1243	1845	1291	35	157	157	102	5	197	
8:00	59	1786	1845	1938	1938	47	157	157	204	20	224	59	1786	1845	1938	1938	47	157	157	204	20	224	
8:30	53	1378	1431	1431	1430	29	192	192	221	11	232	53	1378	1431	1430	1430	29	192	192	221	11	232	
9:00	54	1105	1159	1159	1214	48	180	180	228	12	240	54	1105	1159	1159	1214	48	180	180	228	12	240	
9:30	33	475	508	508	537	45	153	153	193	12	210	33	475	508	508	537	45	153	153	193	12	210	
10:00	45	447	492	492	532	42	115	115	155	9	164	45	447	492	492	532	42	115	115	155	9	164	
10:30	32	468	500	500	536	57	157	157	214	12	226	32	468	500	500	536	57	157	157	214	12	226	
11:00	39	460	499	499	543	80	163	163	243	13	256	39	460	499	499	543	80	163	163	243	13	256	
11:30 am	56	377	433	433	476	62	235	235	295	15	310	56	377	433	433	476	62	235	235	295	15	310	
12:00	48	357	405	405	449	60	236	236	296	13	314	48	357	405	405	449	60	236	236	296	13	314	
12:30 pm	21	359	380	380	423	50	250	250	300	17	317	21	359	380	380	423	50	250	250	300	17	317	
1:00	32	370	402	402	443	78	222	222	274	369	11	32	370	402	402	443	78	222	222	274	369	11	320
1:30	72	355	427	427	468	95	274	274	369	11	370	72	355	427	427	468	95	274	274	369	11	370	
2:00	78	412	490	490	526	83	259	259	342	20	362	78	412	490	490	526	83	259	259	342	20	362	
2:30	63	404	467	467	507	90	402	402	492	21	513	63	404	467	467	507	90	402	402	492	21	513	
3:00	51	362	413	413	462	74	471	471	545	32	577	51	362	413	413	462	74	471	471	545	32	577	
3:30	53	411	464	464	512	86	445	445	531	21	552	53	411	464	464	512	86	445	445	531	21	552	
4:00	56	354	410	410	452	92	626	626	713	43	761	56	354	410	410	452	92	626	626	713	43	761	
4:30	77	444	521	521	562	102	894	894	996	73	1069	77	444	521	521	562	102	894	894	996	73	1069	
5:00	45	325	370	370	393	117	990	990	1107	87	1194	45	325	370	370	393	117	990	990	1107	87	1194	
5:30	60	296	356	356	376	116	1902	1902	2018	80	2098	60	296	356	356	376	116	1902	1902	2018	80	2098	
6:00	63	222	290	290	318	105	1892	1892	1997	72	2069	63	222	290	290	318	105	1892	1892	1997	72	2069	
6:30	12	142	154	154	195	99	714	714	813	27	840	12	142	154	154	195	99	714	714	813	27	840	
7:00 pm	35	184	219	219	277	60	363	363	423	43	471	35	184	219	219	277	60	363	363	423	43	471	
Total	1183	12695	13878	13878	14990	1762	11490	11490	13252	73	1395	1183	12695	13878	13878	14990	1762	11490	11490	13252	73	1395	









CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GEARY between Gough and Franklin, Wednesday 29 October, 1947

ENTERING										LEAVING										
30 Min Pas- Period Ending	Pas- enger Autos	Local Transit Vehicles	Town Buses	or Fer- riers	Total	Pas- enger Autos	Local Transit Vehicles	Town Buses	or Fer- riers	Total	Pas- enger Autos	Local Transit Vehicles	Town Buses	or Fer- riers	Total	Pas- enger Autos	Local Transit Vehicles	Town Buses	or Fer- riers	Total
7:30 am	30	987	1017	20	1037	24	114	138	11	149	24	114	138	11	149	24	114	138	11	149
8:00	84	2113	2197	46	2243	41	274	315	6	321	41	274	315	6	321	41	274	315	6	321
8:30	47	1917	1964	31	1995	48	354	402	13	415	48	354	402	13	415	48	354	402	13	415
9:00	54	1225	1279	34	1313	42	257	299	42	341	42	257	299	42	341	42	257	299	42	341
9:30	56	638	694	15	709	44	171	215	3	218	44	171	215	3	218	44	171	215	3	218
10:00	60	408	468	6	474	62	141	203	3	206	62	141	203	3	206	62	141	203	3	206
10:30	45	494	539	10	549	57	156	213	3	216	57	156	213	3	216	57	156	213	3	216
11:00	60	420	480	20	500	53	235	288	11	299	53	235	288	11	299	53	235	288	11	299
11:30 am	63	479	542	9	551	78	215	293	5	298	78	215	293	5	298	78	215	293	5	298
12:00	63	396	459	15	474	65	213	278	7	285	65	213	278	7	285	65	213	278	7	285
12:30 pm	41	447	488	14	502	57	396	453	13	466	57	396	453	13	466	57	396	453	13	466
1:00	59	392	451	26	477	75	282	357	12	369	75	282	357	12	369	75	282	357	12	369
1:30	77	479	556	18	574	63	456	519	12	531	63	456	519	12	531	63	456	519	12	531
2:00	63	618	681	29	710	63	350	413	13	426	63	350	413	13	426	63	350	413	13	426
2:30	74	558	632	30	662	56	632	683	10	698	56	632	683	10	698	56	632	683	10	698
3:00	90	466	576	29	605	57	680	737	10	747	57	680	737	10	747	57	680	737	10	747
3:30	77	663	745	56	801	32	734	766	17	783	32	734	766	17	783	32	734	766	17	783
4:00	74	633	707	20	727	73	861	939	32	971	73	861	939	32	971	73	861	939	32	971
4:30	71	564	635	23	658	65	852	917	25	942	65	852	917	25	942	65	852	917	25	942
5:00	98	343	446	22	463	73	224	292	29	231	73	224	292	29	231	73	224	292	29	231
5:30	81	499	580	19	599	75	1449	1524	45	1569	75	1449	1524	45	1569	75	1449	1524	45	1569
6:00	60	216	276	14	290	34	2039	2123	28	2151	34	2039	2123	28	2151	34	2039	2123	28	2151
6:30	71	353	424	12	436	77	1435	1512	26	1538	77	1435	1512	26	1538	77	1435	1512	26	1538
7:00 pm	87	299	376	11	387	54	775	829	17	846	54	775	829	17	846	54	775	829	17	846
Total	1585	15627	17212	529	17741	1428	15295	16723	393	17116	1428	15295	16723	393	17116	1428	15295	16723	393	17116



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On O'FARRELL between Gough and Franklin, Wednesday 29 October, 1947

ENTERING					LEAVING				
Period	Local	Out- of	Transit Town	Total	Local	Out- of	Transit Town	Total	
30 Min Pas-	senger	or Pas-	Transit Town	Total	senger	or Pas-	Transit Town	Total	
Ending Autos.	Local	Transit	Autos.	Persons	Autos.	Transit	Autos.	Persons	
7:30 am	120	120	40	160	23	10	33	7	40
8:00	233	233	45	278	30	26	56	13	69
8:30	236	236	40	276	57	25	82	25	107
9:00	239	239	17	256	63	17	80	6	86
9:30	123	123	12	135	60	10	70	6	76
10:00	87	87	20	107	54	11	65	12	77
10:30	116	116	36	152	80	19	99	14	113
11:00	117	117	30	147	77	25	102	18	120
11:30 am	93	93	27	120	101	14	115	19	134
12:00	81	81	23	104	83	30	113	12	125
12:30 pm	69	69	20	89	96	16	112	16	123
1:00	96	96	15	111	59	25	84	12	96
1:30	99	99	26	125	89	27	116	13	129
2:00	90	90	22	112	101	44	145	15	160
2:30	93	93	16	109	93	36	129	12	141
3:00	77	77	16	93	75	31	106	15	121
3:30	107	107	27	134	92	81	173	14	187
4:00	93	93	33	126	113	133	246	33	279
4:30	92	92	36	128	126	161	287	21	303
5:00	99	99	18	117	176	290	466	21	437
5:30	84	84	27	111	264	510	774	19	793
6:00	89	89	19	103	294	311	605	17	622
6:30	68	68	17	85	132	150	282	24	306
7:00 pm	39	39	21	60	74	71	145	12	157
Total	2640	2640	593	3233	2412	2073	4485	376	4861



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On ELLIS between Gough and Franklin, Wednesday 29 October, 1947

	E N T E R I N G					L E A V I N G				
	Local	Transit	of Town	or Pas-	Total	Local	Transit	of Town	or Pas-	Total
Period	Pas-	senger	Transit	enger	Pedes-	Pas-	senger	Transit	enger	Pedes-
Ending	Autos.	Vehicles	Autos.	Vehicles	Autos.	Autos.	Vehicles	Autos.	Vehicles	Autos.
7:30 am	74	260	334	32	366	24	32	24	1	25
8:00	141	411	552	32	584	32	38	32	9	41
8:30	120	327	447	47	494	38	42	38	79	117
9:00	120	251	371	48	419	42	42	42	118	160
9:30	53	87	140	27	167	42	42	42	230	272
10:00	54	103	157	7	164	56	47	56	7	63
10:30	62	79	141	7	148	47	74	47	12	59
11:00	38	50	88	20	108	74	54	74	12	86
11:30 am	56	57	113	19	132	54	56	54	25	79
12:00	66	69	135	190	325	56	59	56	52	108
12:30 pm	57	53	110	37	147	59	92	59	68	127
1:00	101	82	183	29	212	75	75	75	38	130
1:30	66	41	107	57	164	75	69	75	11	86
2:00	56	57	113	205	318	69	69	69	40	109
2:30	86	58	144	138	282	96	83	96	22	91
3:00	75	41	116	123	239	83	89	83	46	142
3:30	72	53	125	26	151	89	103	89	34	117
4:00	80	95	175	38	213	89	103	89	38	127
4:30	90	65	155	27	182	195	195	195	39	147
5:00	83	57	140	17	157	347	347	347	16	211
5:30	79	50	129	27	156	330	330	330	45	392
6:00	90	30	120	26	146	207	207	207	47	377
6:30	114	32	146	17	163	105	105	105	21	228
7:00 pm	60	33	93	8	101	2389	2389	2389	7	112
Total	1893	2441	4334	1204	5538	2389	2389	2389	1017	3406





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On EDDY between Gough and Franklin, Wednesday 29 October, 1947

E N T E R I N G					L E A V I N G				
	Out-	R.R. Total			Out-	R.R. Total			
	Pas-	Local	Transit	Pas-	of	Town	Per-	sengers	Total
	senger	Vehicles	Autos	senger	Autos	Transit	Autos	Leaving	Persons
Period	Autos	Transit	Local	Autos	Transit	Local	Autos	Transit	Persons
Ending	Transit	Local	Autos	Transit	Local	Autos	Transit	Local	Autos
7:30 am	18	13	31	26	40	66	6	72	
8:00	66	15	81	69	154	223	11	234	
8:30	57	19	76	51	229	280	20	300	
9:00	26	24	50	65	164	229	20	249	
9:30	12	8	20	56	43	99	6	105	
10:00	29	6	35	66	39	105	12	117	
10:30	23	6	29	72	52	124	21	145	
11:00	24	13	37	87	67	154	13	167	
11:30 am	29	12	41	87	78	165	12	177	
12:00	32	23	55	93	64	162	153	315	
12:30 pm	23	120	143	87	172	259	66	325	
1:00	38	18	56	92	2	94	24	118	
1:30	26	11	37	85	94	180	15	195	
2:00	26	11	37	71	105	176	10	186	
2:30	29	22	51	84	127	211	37	248	
3:00	29	27	56	77	133	215	17	232	
3:30	56	33	89	134	165	299	27	326	
4:00	72	31	103	119	254	373	29	402	
4:30	63	25	93	110	314	424	23	447	
5:00	48	22	70	128	752	830	16	896	
5:30	44	16	60	179	750	929	17	946	
6:00	39	12	51	192	1190	1382	14	1396	
6:30	54	12	66	73	567	645	10	655	
7:00 pm	21	17	38	65	206	271	14	285	
Total	889	516	1405	2179	5766	7945	593	8538	



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TURK between Gough and Franklin, Wednesday 29 October, 1947

30 Min Pas- Period senger Ending Autos	ENTERING				LEAVING			
	Local	Transit	of Town	Total	Local	Transit	of Town	Total
	Pas- enger	Autos	Transit	Local	Pas- enger	Autos	Transit	Local
7:30 am	140	672	812	846	15	15	15	14
8:00	230	981	1211	1273	21	21	21	19
8:30	167	819	986	1044	14	14	14	31
9:00	197	472	669	715	15	15	15	32
9:30	147	134	281	314	14	14	14	21
10:00	135	203	338	369	11	11	11	20
10:30	114	122	236	271	32	32	32	26
11:00	132	194	326	373	23	23	23	38
11:30 am	104	145	249	291	29	29	29	40
12:00	128	226	354	406	20	20	20	63
12:30 pm	131	157	288	340	30	30	30	48
1:00	102	180	282	329	23	23	23	36
1:30	137	236	373	406	27	27	27	54
2:00	162	178	340	367	30	30	30	51
2:30	150	113	263	285	42	42	42	58
3:00	114	171	285	313	30	30	30	49
3:30	170	451	621	680	42	42	42	80
4:00	174	365	539	577	30	30	30	73
4:30	197	206	403	463	35	35	35	77
5:00	179	146	325	364	53	53	53	74
5:30	150	216	366	406	137	137	137	22
6:00	131	83	214	230	63	63	63	11
6:30	125	94	219	241	51	51	51	14
7:00 pm	125	56	181	198	21	21	21	18
Total	3541	6620	10161	11101	808	808	808	1488



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GOLDEN GATE between Gough and Franklin, Wednesday 29 October, 1947

ENTERING

30 Min Pas- Period	Local Transit	Out- of Town	R.R. or Fer- ries	Total Pas- sengers	Pedestrians Entering	Total Persons Entering
7:30 am	402	315	717	1279	12	1289
8:00	627	348	975	1016	41	1057
8:30	525	513	1038	1143	105	1248
9:00	399	343	742	751	9	760
9:30	263	105	368	377	9	386
10:00	227	79	306	318	12	330
10:30	291	116	407	429	22	451
11:00	219	109	328	347	19	366
11:30 am	189	88	277	285	8	293
12:00	209	86	295	312	17	329
12:30	237	67	304	326	22	348
1:00	167	84	251	257	6	263
1:30	252	78	330	395	65	460
2:00	258	68	326	353	27	380
2:30	290	64	354	372	18	390
3:00	222	58	280	293	13	306
3:30	272	62	334	374	40	414
4:00	276	99	375	390	15	405
4:30	230	49	279	286	7	293
5:00	302	49	351	367	16	383
5:30	318	54	372	390	18	408
6:00	203	29	232	255	23	278
6:30	210	26	236	252	16	268
7:00 pm	236	50	286	294	8	302
Total	6324	2939	9263	10311	543	10854

LEAVING

Local Transit	Out- of Town	R.R. or Fer- ries	Total Pas- sengers	Pedestrians Leaving	Total Persons Leaving
47	146	10	193	10	203
43	202	28	273	35	308
44	206	23	273	23	296
15	174	18	197	18	215
9	192	10	211	10	221
25	252	26	278	21	299
16	237	23	276	21	297
48	252	23	273	23	296
30	294	13	307	13	320
47	269	40	309	40	349
70	271	21	292	21	313
95	356	26	382	26	408
46	310	14	324	14	338
121	396	14	411	14	425
63	321	19	340	19	359
148	441	77	518	77	595
131	449	43	492	43	535
285	647	38	675	38	713
287	766	38	804	47	851
360	1112	28	1140	28	1168
515	768	26	804	26	830
225	543	20	563	20	583
122	524	20	544	20	564
281	979	53	1034	53	1087



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MCALLISTER between Gough and Franklin, Wednesday 29 October, 1947

E N T E R I N G					L E A V I N G				
	Out-	Local	of	Total	Out-	Local	of	Total	
30 Min Pas-	Transit	Transit	Town	Pedes-	Transit	Transit	Town	Pedes-	Total
Period senger	Vehicles	Vehicles	Per-	Persons	Autos,	Autos,	Per-	Persons	Persons
Time Autos,	Enter-	Enter-	sons	Enter-	Enter-	Enter-	sons	Enter-	Persons
7:30 am 57	609	666	54	720	27	72	99	22	121
8:00 221	871	1092	61	1153	44	190	234	30	264
8:30 194	652	846	101	947	65	212	277	32	309
9:00 107	512	619	78	697	57	250	307	30	337
9:30 68	202	270	23	293	63	177	240	15	255
10:00 83	272	355	18	373	83	161	244	11	255
10:30 68	201	269	39	308	60	78	138	22	160
11:00 69	244	313	35	348	50	89	139	32	171
11:30 am 86	204	290	58	348	61	61	121	55	176
12:00 72	233	305	53	358	54	85	139	42	181
12:30 pm 54	257	311	75	386	56	98	154	74	228
1:00 45	213	263	41	304	71	53	124	54	178
1:30 62	242	304	62	366	63	95	163	21	184
2:00 80	321	401	44	445	69	155	224	40	264
2:30 72	296	368	49	417	71	207	278	36	314
3:00 72	300	372	36	408	75	335	409	27	467
3:30 84	243	327	80	407	72	391	463	121	584
4:00 74	412	486	45	531	78	439	517	41	558
4:30 60	222	282	26	308	74	584	628	56	684
5:00 86	285	371	22	393	125	781	906	42	948
5:30 83	142	225	28	253	272	740	1012	110	1122
6:00 45	124	169	40	209	111	1150	1261	72	1333
6:30 63	142	205	39	244	78	547	625	46	671
7:00 pm 36	97	133	44	177	29	244	313	20	333
Total 1947	7301	9242	1151	10393	1812	7234	9086	1051	10117





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FULTON between Gough and Franklin, Wednesday 29 October, 1947

E N T E R I N G				
	Out-	R.R. Total		
	of			
	Town			
	Transit			
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	Pas-			
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	Autos			



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On GROVE between Gough and Franklin, Wednesday 29 October, 1947

ENTERING					LEAVING						
30 Min Pas- Period Ending	Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Total or Fer- ries	Pas- enger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Total or Fer- ries	Pedes- trians	Pesons Leaving	Total
7:30 am	117		117		23		23		12	35	
8:00	345		345		47		47		18	65	
8:30	222		222		66		66		13	79	
9:00	129		129		57		57		14	71	
9:30	66		66		68		68		2	70	
10:00	62		62		101		101		10	111	
10:30	75		75		83		83		10	93	
1:00	62		62		78		78		22	100	
1:30 am	54		54		105		105		30	135	
2:00	56		56		87		87		36	123	
2:30 pm	59		59		99		99		29	128	
1:00	54		54		75		75		18	93	
1:30	46		46		87		87		18	105	
2:00	72		72		189		189		24	213	
2:30	51		51		125		125		25	150	
3:00	46		46		122		122		32	154	
3:30	62		62		140		140		44	184	
4:00	76		76		59		59		15	74	
4:30	76		76		98		98		21	119	
5:00	78		78		356		356		40	396	
5:30	54		54		552		552		84	636	
6:00	47		47		273		273		40	313	
6:30	45		45		117		117		22	139	
7:00 am	50		50		63		63		13	76	
Total	2004		2004		3070		3070		592	3662	



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HAYES between Gough and Franklin, Wednesday 29 October, 1947

E N T E R I N G					L E A V I N G				
30 Min Pas- Period	Local	Out- of	R.R. Total	Total	Pas- enger	Local	Out- of	R.R. Total	Total
Ending Autos- 7:30 am	74	698	772	46	8	35	43	79	8
8:00	212	1020	1232	98	23	56	79	193	11
8:30	146	643	794	112	35	158	193	18	18
9:00	86	396	482	79	42	134	176	16	192
9:30	59	153	212	13	33	58	91	8	99
10:00	65	222	287	13	56	47	103	9	112
10:30	45	224	269	22	54	73	127	16	143
11:00	42	133	175	19	35	64	99	11	110
11:30 am	56	163	224	26	54	80	134	20	156
12:00	51	201	252	42	65	71	162	39	201
12:30 pm	42	214	256	47	45	117	172	31	198
1:00	44	136	180	28	38	142	180	18	203
1:30	62	160	222	35	68	104	203	32	235
2:00	56	201	257	43	54	149	253	33	286
2:30	66	151	217	25	51	202	271	11	282
3:00	56	131	187	26	50	221	317	49	366
3:30	51	205	256	36	69	248	315	33	348
4:00	78	299	377	23	74	241	375	54	408
4:30	69	181	250	25	75	300	533	89	583
5:00	75	112	187	27	132	401	794	49	852
5:30	60	76	136	24	249	545	803	38	873
6:00	54	65	119	33	107	696	540	16	631
6:30	57	59	116	24	65	475	222	16	248
7:00 pm	65	97	162	30	48	174	282	667	6931
Total	1671	5950	7621	896	1530	4791	6321		



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FELL between Gough and Franklin, Wednesday 29 October, 1947

E N T E R I N G					L E A V I N G				
	Out-	R.R. Total			Out-	R.R. Total			
	Local	of	Town	Pas-	Local	of	Town	Pas-	Total
30 Min Pas-	Transit			senger	Transit			senger	Pedes-
Period senger	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Persons
Ending Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Persons
7:30 am	570	570	29	599	92	185	26	17	109
8:00	710	710	64	774	185	201	6	26	211
8:30	605	605	45	650	188	201	6	6	207
9:00	417	417	20	437	188	201	4	6	194
9:30	330	330	10	340	150	186	9	9	205
10:00	249	249	19	268	188	192	6	6	159
10:30	252	252	9	261	188	192	13	13	201
11:00	219	219	13	232	192	210	16	16	203
11:30	257	257	12	269	210	215	15	15	225
12:00	227	227	27	254	215	215	6	6	212
12:30 pm	213	213	13	226	239	212	10	10	249
1:00	212	212	14	226	197	212	7	7	219
1:30	192	192	14	206	228	212	31	31	242
2:00	155	155	13	168	336	212	14	14	257
2:30	150	150	5	155	642	212	21	21	357
3:00	185	185	14	199	792	212	56	56	343
3:30	188	188	12	200	635	212	44	44	379
4:00	276	276	17	293	460	212	16	16	476
4:30	233	233	16	249	354	212	22	22	376
5:00	279	279	6	285	670	212	424	424	714
5:30	198	198	22	220	670	212	424	424	714
6:00	185	185	20	205	670	212	424	424	714
6:30	165	165	21	186	670	212	424	424	714
7:00 pm	243	243	38	281	670	212	424	424	714
Total	6710	6710	473	7183	6710	212	424	424	714





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On OAK between Gough and Franklin, Thursday 30 October, 1947

ENTERING									
	Out-	Local	Transit	Town	Fer-	Pedest-	Total		
	R.R.	of	or	or	Passenger	Transit	Persons		
	Total	Passenger	Transit	Town	Fer-	Pedest-	Total		
		Autos	Vehicles	Buses	Trams	Trams	Persons		
		Enter-	Enter-	Enter-	Enter-	Enter-	Enter-		
		ing	ing	ing	ing	ing	ing		
		245	339	61	400	274	284		
30 Min Pas-									
Period senger									
Ending Autos									
7:30 am 245									
8:00 339									
8:30 233									
9:00 138									
9:30 89									
10:00 74									
10:30 74									
11:00 42									
11:30 am 47									
12:00 54									
12:30 pm 60									
1:00 45									
1:30 50									
2:00 33									
2:30 65									
3:00 74									
3:30 77									
4:00 87									
4:30 83									
5:00 45									
5:30 60									
6:00 57									
6:30 45									
7:00 pm 30									
Total 2146									

LEAVING									
	Out-	Local	Transit	Town	Fer-	Pedest-	Total		
	R.R.	of	or	or	Passenger	Transit	Persons		
	Total	Passenger	Transit	Town	Fer-	Pedest-	Total		
		Autos	Vehicles	Buses	Trams	Trams	Persons		
		Leaving	Leaving	Leaving	Leaving	Leaving	Leaving		
		14	41	51	48	16	5		19
7:30 am 41									48
8:00 51									7
8:30 17									68
9:00 48									64
9:30 54									59
10:00 45									62
10:30 62									87
11:00 50									60
11:30 am 59									75
12:00 42									58
12:30 pm 56									78
1:00 53									22
1:30 44									20
2:00 44									12
2:30 27									36
3:00 50									6
3:30 77									15
4:00 51									11
4:30 71									23
5:00 68									28
5:30 126									39
6:00 159									48
6:30 69									18
7:00 pm 81									13
Total 440									407



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On PAGE between Gough and Franklin, Thursday 30 October, 1947

NEW R.R. I. N. G.					
30 Min Pas- Period senger Ending Autos	Local Transit Vehicles	Out- Town Rises	R.R. Total Fer- ries	Pas- sengers Enter- ing	Total Pedes- trians Enter- ing
7:30 am 138		138		25	163
8:00 224		224		42	266
8:30 108		108		28	136
9:00 65		65		7	72
9:30 51		51		10	61
10:00 38		38		19	57
10:30 42		42		17	59
11:00 48		48		14	62
11:30 am 54		54		13	67
12:00 50		50		8	58
12:30 pm 54		54		14	68
1:00 50		50		6	56
1:30 41		41		20	61
2:00 18		18		14	32
2:30 35		35		15	50
3:00 54		54		15	69
3:30 54		54		20	74
4:00 56		56		19	75
4:30 53		53		15	68
5:00 68		68		20	88
5:30 66		66		20	86
6:00 51		51		15	66
6:30 33		33		15	48
7:00 pm 39		39		17	56
Total 1490		1490		408	1898

L E A V I N G				
Pas- senger Autos	Local Transit Vehicles	Out- Town Buses	R.R. or Fer- ries	Total Persons Leaving
27		27	13	40
43		48	61	152
39		39	2	80
36		36	5	77
36		36	5	77
38		38	8	86
29		29	20	69
35		35	11	76
32		32	7	69
53		53	10	113
50		56	14	120
41		41	6	97
26		26	10	76
29		29	11	80
36		36	10	96
54		54	12	116
65		65	15	140
65		65	13	138
74		74	25	159
183		188	25	233
300		300	50	350
135		135	37	172
75		75	20	95
42		42	3	45
				1904



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MARKET between Gough and Franklin, Thursday 30 October, 1947

ENTERING										LEAVING									
Out-		of		R.R. Total		Town		Fer-		Busas		Leaving		Persons		Pedes-		Persons	
Local		Transit		Vehicles		Autos		senger		Vehicles		Autos		senger		Vehicles		Autos	
30 Min	Pas-	Local	Transit	Vehicles	Autos	senger	Local	Transit	Autos	Local	Transit	Autos	Local	Transit	Autos	Local	Transit	Autos	Local
Period	enger	Transit	Vehicles	Autos	senger	Local	Transit	Vehicles	Autos	Local	Transit	Vehicles	Autos	senger	Local	Transit	Vehicles	Autos	Local
Ending	Autos	Vehicles	Autos	senger	Local	Transit	Vehicles	Autos	senger	Local	Transit	Vehicles	Autos	senger	Local	Transit	Vehicles	Autos	Local
7:30 am	873	5147	6020	93	6113	234	525	254	234	234	525	254	234	234	525	254	234	234	525
8:00	890	8196	9086	155	9241	252	706	252	252	252	706	252	252	252	706	252	252	252	706
8:30	803	6211	7014	72	7086	374	866	374	374	374	866	374	374	374	866	374	374	374	866
9:00	602	4437	5039	81	5120	254	494	254	254	254	494	254	254	254	494	254	254	254	494
9:30	516	1989	2505	101	2606	312	463	312	312	312	463	312	312	312	463	312	312	312	463
10:00	479	2176	2655	77	2732	343	580	343	343	343	580	343	343	343	580	343	343	343	580
10:30	471	1913	2384	73	2457	330	370	330	330	330	370	330	330	330	370	330	330	330	370
11:00	315	2227	2942	109	2651	420	634	420	420	420	634	420	420	420	634	420	420	420	634
11:30 am	416	1611	2027	114	2141	257	649	257	257	257	649	257	257	257	649	257	257	257	649
12:00	381	1618	1999	87	2086	396	616	396	396	396	616	396	396	396	616	396	396	396	616
12:30 pm	410	1330	1740	160	1900	432	943	432	432	432	943	432	432	432	943	432	432	432	943
1:00	381	1501	1882	140	2022	363	964	363	363	363	964	363	363	363	964	363	363	363	964
1:30	357	1598	1955	127	2082	375	1041	375	375	375	1041	375	375	375	1041	375	375	375	1041
2:00	423	1542	1965	102	2067	407	1430	407	407	407	1430	407	407	407	1430	407	407	407	1430
2:30	429	1197	1626	92	1713	435	1659	435	435	435	1659	435	435	435	1659	435	435	435	1659
3:00	392	1479	1871	129	2000	452	1916	452	452	452	1916	452	452	452	1916	452	452	452	1916
3:30	401	1562	1963	93	2061	436	2067	436	436	436	2067	436	436	436	2067	436	436	436	2067
4:00	443	1965	2403	109	2517	516	2465	516	516	516	2465	516	516	516	2465	516	516	516	2465
4:30	446	1407	1853	96	1949	620	3355	620	620	620	3355	620	620	620	3355	620	620	620	3355
5:00	429	1593	2022	123	2145	531	4356	531	531	531	4356	531	531	531	4356	531	531	531	4356
5:30	366	1354	1720	113	1833	1040	6012	1040	1040	1040	6012	1040	1040	1040	6012	1040	1040	1040	6012
6:00	437	1022	1459	79	1538	942	7005	942	942	942	7005	942	942	942	7005	942	942	942	7005
6:30	480	734	1244	68	1232	905	3717	905	905	905	3717	905	905	905	3717	905	905	905	3717
7:00 pm	492	763	1260	75	1335	553	1413	553	553	553	1413	553	553	553	1413	553	553	553	1413
Total	21632	54577	66209	2473	63637	11339	44301	11339	11339	11339	44301	11339	11339	11339	44301	11339	11339	11339	44301



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On OTIS W. of S. Van Ness, Thursday 30 October, 1947

E N T E R I N G				
30 Min Period	Pas-enger Autos	Local Transit Vehicles	Out- of Town Fer- senger Autos	Total
7:30 am	275	275	275	313
8:00	528	528	40	568
8:30	281	281	47	328
9:00	260	260	16	276
9:30	147	147	13	165
10:00	162	162	45	207
10:30	101	101	22	123
11:00	143	143	30	173
11:30 am	108	108	29	137
12:00	161	161	46	207
12:30 pm	83	83	40	123
1:00	123	123	14	137
1:30	119	119	35	154
2:00	174	174	20	194
2:30	111	111	12	123
3:00	87	87	15	102
3:30	111	111	26	137
4:00	149	149	25	174
4:30	123	123	8	131
5:00	173	173	25	198
5:30	114	114	13	132
6:00	63	63	10	73
6:30	71	71	12	83
7:00 pm	53	53	6	59
Total	3720	3720	597	4317

L E A V I N G				
30 Min Period	Pas-enger Autos	Local Transit Vehicles	Out- of Town Fer- senger Autos	Total
7:30 am	42	31	73	158
8:00	168	33	201	362
8:30	96	21	117	213
9:00	144	15	159	303
9:30	153	5	138	291
10:00	146	17	163	326
10:30	165	15	180	360
11:00	204	33	237	441
11:30 am	143	34	177	354
12:00	210	21	231	462
12:30 pm	156	39	195	390
1:00	146	33	179	358
1:30	131	23	154	308
2:00	188	29	217	434
2:30	179	78	257	514
3:00	204	103	312	619
3:30	200	102	302	604
4:00	228	178	406	812
4:30	183	171	384	738
5:00	516	275	791	1582
5:30	600	374	974	1948
6:00	437	340	777	1554
6:30	278	156	434	868
7:00 pm	156	91	247	494
Total	5073	2222	7295	14590





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On MISSION W. of S. Van Ness, Thursday 30 October, 1947

ENTERING

30 Min Period	Pas- enger Autos	Local Transit Vehicles	Out- Town Buses	or Fer- ries	Pas- enger Autos	Pedes- trians	Total Persons Entering
7:30 am	377	1673	2050	27	2077		
8:00	498	2170	2668	52	2720		
8:30	299	1777	2076	104	2180		
9:00	296	1061	1357	63	1420		
9:30	297	496	793	95	888		
10:00	290	655	945	98	1043		
10:30	303	596	899	130	1029		
11:00	311	691	1002	100	1102		
11:30 am	327	774	1101	80	1181		
12:00	342	574	916	120	1036		
12:30 pm	323	600	923	120	1043		
1:00	322	541	863	51	914		
1:30	333	704	1037	69	1106		
2:00	311	511	822	53	880		
2:30	305	514	819	17	836		
3:00	287	730	1017	68	1085		
3:30	348	443	791	37	828		
4:00	291	511	802	72	874		
4:30	204	511	715	42	757		
5:00	236	499	735	56	791		
5:30	293	519	812	36	848		
6:00	209	316	525	21	546		
6:30	122	277	399	13	412		
7:00 pm	83	260	343	6	349		
Total	7007	17403	24410	1535	25045		

LEAVING

Out- Town Buses	or Fer- ries	Pas- enger Autos	Local Transit Vehicles	Out- Town Buses	or Fer- ries	Pas- enger Autos	Total Persons Leaving
368	22	93	295	388	22	93	410
606	94	164	442	606	94	164	700
488	73	156	332	488	73	156	561
454	53	171	283	454	53	171	507
450	47	182	268	450	47	182	497
471	75	177	294	471	75	177	546
474	107	161	318	474	107	161	581
372	67	161	211	372	67	161	439
531	50	159	422	531	50	159	631
614	59	200	414	614	59	200	673
757	55	156	501	757	55	156	812
762	77	164	598	762	77	164	839
701	57	174	527	701	57	174	758
664	42	153	506	664	42	153	706
798	43	179	619	798	43	179	841
935	62	165	770	935	62	165	997
848	41	156	692	848	41	156	889
1036	44	152	834	1036	44	152	1080
1360	28	189	1191	1360	28	189	1403
2323	103	266	2062	2323	103	266	2431
2844	37	174	2670	2844	37	174	2881
2821	17	267	2554	2821	17	267	2838
1651	11	176	1475	1651	11	176	1662
506	7	240	366	506	7	240	513
22929	1271	4135	18794	22929	1271	4135	24200



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
 THE METROPOLITAN TRAFFIC DISTRICT

On S. VAN NESS N. of 13th, Thursday 30 October, 1947

E N T E R I N G										L E A V I N G									
30 Min Pas-	Local	Transit	Autos	Local	Transit	Autos	Local	Transit	Autos	Local	Transit	Autos	Local	Transit	Autos	Local	Transit	Autos	Total
Ending	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Transit	Autos	Total
7:30 am	194	582	156	932	1347	44	932	1347	44	932	1347	44	932	1347	44	932	1347	44	932
8:30	171	1019	157	1347	204	121	1019	204	121	1019	204	121	1019	204	121	1019	204	121	1019
9:00	116	590	61	697	61	63	590	61	63	590	61	63	590	61	63	590	61	63	590
9:30	410	576	51	529	68	29	576	68	29	576	68	29	576	68	29	576	68	29	576
10:00	377	410	49	464	49	55	410	49	55	410	49	55	410	49	55	410	49	55	410
10:30	276	41	83	400	41	59	276	41	83	400	41	59	276	41	83	400	41	59	276
11:00	432	34	49	515	49	49	432	34	49	515	49	49	432	34	49	515	49	49	432
11:30 am	359	55	58	472	58	54	359	55	58	472	58	54	359	55	58	472	58	54	359
12:00	281	49	52	382	49	63	281	49	52	382	49	63	281	49	52	382	49	63	281
12:30 pm	243	43	59	345	59	92	243	43	59	345	59	92	243	43	59	345	59	92	243
1:00	188	37	33	258	33	72	188	37	33	258	33	72	188	37	33	258	33	72	188
1:30	299	90	42	431	42	23	299	90	42	431	42	23	299	90	42	431	42	23	299
2:00	318	33	28	379	28	30	318	33	28	379	28	30	318	33	28	379	28	30	318
2:30	386	95	58	539	58	16	386	95	58	539	58	16	386	95	58	539	58	16	386
3:00	345	124	24	493	24	18	345	124	24	493	24	18	345	124	24	493	24	18	345
3:30	373	92	38	508	38	19	373	92	38	508	38	19	373	92	38	508	38	19	373
4:00	337	150	43	580	43	20	337	150	43	580	43	20	337	150	43	580	43	20	337
4:30	396	254	37	687	37	13	396	254	37	687	37	13	396	254	37	687	37	13	396
5:00	602	565	111	1278	111	24	602	565	111	1278	111	24	602	565	111	1278	111	24	602
5:30	654	560	137	1351	137	15	654	560	137	1351	137	15	654	560	137	1351	137	15	654
6:00	347	379	63	789	63	13	347	379	63	789	63	13	347	379	63	789	63	13	347
6:30	290	168	38	496	38	11	290	168	38	496	38	11	290	168	38	496	38	11	290
7:00 pm	231	101	50	432	50	5	231	101	50	432	50	5	231	101	50	432	50	5	231
Total	10016	3501	1707	15224	1707	976	10016	3501	1707	15224	1707	976	10016	3501	1707	15224	1707	976	10016



On FOLSOM N. of 13th; Thursday 30 October, 1947

LEAVING

Pas- senger Autos.	Local Transit Vehicles	Out- Town Buses	R.R. or Fer- ries	Total	Total Pedes- trians Leaving
42	21		69	42	111
146	62		208	43	251
99	6		105	42	147
96	7		103	9	112
102	4		106	11	117
123	5		128	7	135
93	11		104	10	114
110	10		120	15	135
131	21		152	14	166
107	13		120	20	140
177	10		187	53	240
93	5		98	27	125
137	17		154	11	165
165	17		182	16	198
207	14		221	13	234
176	6		182	15	197
194	16		210	22	232
242	51		293	21	314
234	57		291	20	311
668	141		809	36	845
681	124		805	41	846
533	85		618	13	631
225	32		257	9	266
171	15		186	7	193
593	750		5708	517	6225



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HARRISON N. of 13th, Thursday 30 October, 1947

ENTERING					LEAVING				
	Out-	R.R. Total			Out-	R.R. Total			
	Local	of or Pas-			Local	of or Pas-			
	Transit	Town Fer-	Pedes-	Total	Transit	Town Fer-	Pedes-	Total	
Period	Autos	Engines	Engines	Engines	Autos	Engines	Engines	Engines	
Ending	Engines	Engines	Engines	Engines	Engines	Engines	Engines	Engines	
7:30 am	437	262	699	708	104	36	140	4	144
8:00	792	402	1194	1210	231	84	315	13	328
8:30	359	183	542	546	185	130	315	3	318
9:00	165	114	279	281	149	35	184	5	189
9:30	129	53	182	183	99	7	106	1	107
10:00	122	16	138	142	147	13	160	4	164
10:30	116	26	142	149	161	15	176	6	182
11:00	116	25	141	147	128	20	148	6	154
11:30 am	135	13	148	149	141	16	157	3	160
12:00	138	24	162	165	170	14	184	7	191
12:30 pm	107	35	142	149	153	19	177	6	183
1:00	131	20	151	159	129	24	153	5	158
1:30	125	19	144	151	119	19	138	3	141
2:00	120	19	139	148	114	16	130	4	134
2:30	113	39	152	156	153	21	174	3	177
3:00	155	44	199	203	99	48	147	3	150
3:30	203	105	308	316	143	55	198	1	199
4:00	195	45	240	252	219	101	320	8	328
4:30	197	58	255	259	371	102	473	12	485
5:00	309	42	351	359	570	368	938	7	945
5:30	234	46	280	287	507	223	730	12	742
6:00	129	34	163	166	197	229	426	3	429
6:30	71	10	81	83	101	63	164	5	169
7:00 pm	45	21	66	70	116	55	171	1	172
Total	4613	1655	6268	6438	4510	1713	6224	125	6349





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On ELEVENTH between Harrison and Bryant, Thursday 30 October, 1947

ENTERING					LEAVING				
30 Min Pas- Period senger Ending Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Fer- ries	Pas- sengers Enter- ing	Total Persons Enter- ing	Pas- senger Autos	Local Transit Vehicles	Out- of Town Buses	R.R. Fer- ries
7:30 am	80	511		591	596	205	852		1057
8:00	122	786		908	918	323	937		1265
8:30	129	808		937	945	149	942		1291
9:00	68	320		388	396	128	164		298
9:30	89	263		352	357	85	99		184
10:00	60	193		253	253	65	77		142
10:30	106	197		303	305	75	96		171
11:00	84	205		289	291	71	66		139
11:30 am	86	160		246	251	80	180		260
12:00	116	214		330	333	95	142		237
12:30 pm	114	180		294	298	80	155		235
1:00	77	174		251	262	106	100		206
1:30	81	206		287	293	92	206		298
2:00	68	149		217	220	57	297		354
2:30	53	167		220	228	92	286		378
3:00	60	140		200	204	84	272		356
3:30	66	288		354	358	87	398		485
4:00	92	304		396	405	82	522		604
4:30	131	397		528	545	77	473		550
5:00	319	743		1062	1079	122	653		775
5:30	344	784		1128	1139	104	739		843
6:00	87	257		344	347	52	377		429
6:30	69	145		214	221	55	252		307
7:00 pm	40	107		147	148	33	201		239
Total	2541	7593		10239	10392	2409	7688		10297
				153					161
									10458



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TENTH between Harrison and Bryant, Thursday 30 October, 1947

ENTERING						LEAVING					
30 Min Pas- Period	Local	Out- of	R.R. Total	Total		Pas- enger	Local	Out- of	R.R. Total	Total	
Ending	Transit	Town	Per- senger	Pedes- trians		enger	Transit	Town	Per- senger	Pedes- trians	
Autos.	Vehicles	Buses	ries	Entire		Autos.	Vehicles	Buses	ries	Leaving	
7:30 am	227	227	454	463		677	356	356	1033	8	1041
8:00	158	334	492	516	24	717	137	137	854	38	892
8:30	324	156	480	505	25	453	129	129	582	13	595
9:00	290	237	527	536	9	422	109	109	531	6	537
9:30	246	259	505	512	7	408	110	110	518	8	526
10:00	300	186	486	491	5	389	150	150	539	9	548
10:30	309	183	497	503	11	390	159	159	549	13	562
11:00	357	177	534	540	6	426	222	222	648	5	653
11:30 am	330	194	524	530	6	417	184	184	601	5	606
12:00	299	170	469	474	15	436	265	265	751	5	756
12:30 pm	257	205	462	473	16	524	219	219	743	16	759
1:00	225	131	356	371	15	449	205	205	654	16	670
1:30	285	90	375	389	14	354	203	203	557	13	570
2:00	299	151	450	469	19	459	169	169	628	20	648
2:30	270	98	368	379	11	534	186	186	720	5	725
3:00	291	128	419	428	9	437	171	171	603	12	620
3:30	318	143	461	479	18	571	176	176	747	14	761
4:00	373	133	516	522	6	507	273	273	795	19	804
4:30	317	191	508	519	11	609	217	217	826	8	834
5:00	543	340	883	906	23	624	370	370	994	19	1013
5:30	540	320	860	883	28	717	420	420	1137	15	1152
6:00	470	155	625	630	5	429	229	229	658	8	666
6:30	235	201	536	533	2	368	173	173	546	6	552
7:00 pm	369	116	485	483	3	333	72	72	405	2	407
Total	7737	4535	12272	12569	297	11700	4934	4934	16614	283	16897



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BRYANT between 9th and 10th, Friday 31 October, 1947

ENTERING

Period	Pas- enger	Local	Transit	Town	Fe- r-	Out- of	R.R. Total	Total
Ending	Autos	Autos	Autos	Autos	Autos	Autos	Autos	Autos
7:30 am	582	46	628	17	645	17	645	645
8:00	788	629	1417	27	1444	27	1444	1444
8:30	387	519	906	33	939	33	939	939
9:00	327	151	478	24	502	24	502	502
9:30	212	104	316	16	332	16	332	332
10:00	206	57	263	6	269	6	269	269
10:30	216	162	378	16	394	16	394	394
11:00	189	80	269	6	275	6	275	275
11:30 am	225	67	292	10	302	10	302	302
12:00	228	47	275	19	294	19	294	294
12:30 pm	177	85	262	39	301	39	301	301
1:00	194	86	280	23	303	23	303	303
1:30	345	108	453	15	468	15	468	468
2:00	270	73	343	14	357	14	357	357
2:30	297	71	368	15	383	15	383	383
3:00	269	92	361	18	379	18	379	379
3:30	313	80	398	24	422	24	422	422
4:00	294	126	420	17	437	17	437	437
4:30	423	104	527	19	546	19	546	546
5:00	302	234	536	23	559	23	559	559
5:30	179	109	288	8	296	8	296	296
6:00	147	62	209	6	215	6	215	215
6:30	108	40	148	11	159	11	159	159
7:00 pm	74	30	104	4	108	4	108	108
Total	6757	3162	9919	410	10329	410	10329	10329

LEAVING

Period	Pas- enger	Local	Transit	Town	Fe- r-	Out- of	R.R. Total	Total
Ending	Autos	Autos	Autos	Autos	Autos	Autos	Autos	Autos
7:30 am	107	183	290	15	305	15	305	305
8:00	183	118	301	30	331	30	331	331
8:30	144	71	215	17	232	17	232	232
9:00	137	36	173	14	187	14	187	187
9:30	117	19	136	17	153	17	153	153
10:00	119	24	143	6	149	6	149	149
10:30	133	32	170	17	187	17	187	187
11:00	99	53	152	5	157	5	157	157
11:30 am	116	39	155	8	163	8	163	163
12:00	119	47	166	7	173	7	173	173
12:30 pm	131	58	189	22	211	22	211	211
1:00	111	33	144	21	165	21	165	165
1:30	141	89	230	24	254	24	254	254
2:00	152	99	251	8	259	8	259	259
2:30	150	84	234	7	241	7	241	241
3:00	154	62	216	13	229	13	229	229
3:30	156	111	267	22	289	22	289	289
4:00	234	153	387	14	401	14	401	401
4:30	311	255	566	8	574	8	574	574
5:00	630	461	1091	30	1121	30	1121	1121
5:30	739	529	1313	46	1364	46	1364	1364
6:00	420	472	892	17	909	17	909	909
6:30	177	166	343	7	350	7	350	350
7:00 pm	99	71	170	3	173	3	173	173
Total	4934	3265	8199	378	8577	378	8577	8577



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On NINTH between Brannan and Bryant, Friday 31 October, 1947

E N T E R I N G										L E A V I N G										
30 Min Pas- Period	Local	Transit	Town	of	R.R.	Total	Pas- enger Autos	Local	Transit	Town	of	R.R.	Total	Pas- enger Autos	Local	Transit	Town	of	R.R.	Total
Ending	Autos	Vehicles	Buses	Ries	Entering	Persons	Entering	Autos	Vehicles	Buses	Ries	Leaving	Persons	Leaving	Autos	Vehicles	Buses	Ries	Leaving	Persons
7:30 am	143	3	282	146	16	311	146	7	308	62	153	12	165	146	7	308	62	153	12	165
8:00	278	4	195	153	35	230	153	18	132	4	171	10	181	153	18	132	4	171	10	181
8:30	192	3	153	182	26	179	182	8	80	78	120	11	131	132	8	80	78	120	11	131
9:00	153	0	134	101	10	192	134	5	77	77	111	3	80	80	10	90	5	78	5	83
9:30	182		101	87	4	91	101	5	111	111	102	6	103	120	11	131	11	120	11	131
10:00	134		87	105	9	114	87	4	102	102	102	6	103	77	3	80	77	111	3	80
10:30	101		105	117	10	127	105	9	117	117	102	6	103	80	3	80	77	111	3	80
1:00 am	117		117	120	25	145	120	25	107	107	107	14	121	102	14	121	107	107	14	121
2:00 pm	120		120	113	15	128	113	15	96	96	87	16	103	96	14	121	96	87	16	103
1:00	113		113	89	12	101	89	12	87	87	105	5	110	87	16	103	87	105	5	110
1:30	89		89	86	8	94	86	8	102	102	102	6	103	105	5	110	102	102	6	103
2:00	86		86	107	7	114	107	7	134	134	102	6	103	86	5	110	134	102	6	103
2:30	107		107	120	10	130	120	10	119	119	134	7	141	134	7	141	119	134	7	141
3:00	120		120	116	12	128	116	12	119	119	119	10	129	119	10	129	119	119	10	129
3:30	116		116	161	10	171	161	10	119	119	164	11	175	164	10	129	119	164	11	175
4:00	161		161	130	21	201	130	21	119	119	185	26	213	185	10	129	119	185	26	213
4:30	180		180	342	20	362	342	20	164	164	185	26	213	164	10	129	119	185	26	213
5:00	320	22	320	397	4	401	397	4	22	22	185	26	213	397	2	2	22	185	26	213
5:30	339	53	339	212	3	215	212	3	53	53	197	41	239	212	1	1	53	197	41	239
6:00	212	0	212	102	5	107	102	5	0	0	162	12	174	212	0	0	0	162	12	174
6:30	102	0	102	95	2	97	95	2	0	0	74	5	79	102	0	0	0	74	5	79
7:00 pm	95	0	95	3742	301	4043	3742	301	0	0	45	3	48	95	0	0	0	45	3	48
Total	1652	90	1652	3742	301	4043	3742	301	94	94	3003	274	337	3742	94	94	3003	3007	274	337





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BRANNAN between 8th and 9th, Friday 31 October, 1947

E N T E R I N G				
Period	Local	Out- of or Pas- Town Fer- Transit senger	Total	Total
Ending Autos				
7:30 am	684	31	715	15
8:00	645	16	661	30
8:30	717	11	728	39
9:00	480	10	490	29
9:30	306	6	312	5
10:00	264	38	302	1
10:30	233	28	261	4
11:00	329	9	338	3
11:30 am	348	12	360	9
12:00	293	23	316	5
12:30 pm	195	9	204	6
1:00	252	8	260	5
1:30	251	22	273	3
2:00	281	6	287	2
2:30	285	11	296	1
3:00	321	8	329	2
3:30	321	8	329	0
4:00	353	21	374	4
4:30	405	14	419	22
5:00	387	13	400	17
5:30	284	0	284	1
6:00	284	15	299	2
6:30	317	26	343	0
7:00 pm	314	5	319	0
Total	8549	350	8899	205
				9104

L E A V I N G				
Period	Local	Out- of or Pas- Town Fer- Transit senger	Total	Total
Ending Autos				
7:30 am	132	29	161	7
8:00	252	11	263	13
8:30	165	22	187	6
9:00	141	54	195	3
9:30	177	35	212	4
10:00	140	17	157	3
10:30	134	1	135	6
11:00	177	4	181	2
11:30 am	156	18	174	2
12:00	210	7	217	4
12:30 pm	177	35	212	6
1:00	168	8	176	1
1:30	170	22	192	9
2:00	176	34	210	2
2:30	210	0	210	4
3:00	245	8	253	1
3:30	248	12	260	4
4:00	273	21	294	6
4:30	294	6	300	15
5:00	483	25	508	21
5:30	647	33	680	53
6:00	384	12	396	10
6:30	294	4	298	2
7:00 pm	192	17	209	3
Total	5645	435	6080	187
				6267



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On EIGHTH between Brannan and Townsend, Friday 31 October, 1947

ENTERING					LEAVING				
30 Min Pas- Period senger	Out- Transit	Local	of or	R.R. Total	Pas- senger	Local	of or	R.R. Total	Total
Ending Autos. Vehicles Buses rics	Transit	Local	of	R.R. Total	Autos. Vehicles Buses rics	Transit	of	R.R. Total	Persons
7:30 am 32	32	8	40	8	120	120	18	138	138
8:00 134	134	89	142	8	194	194	27	221	221
8:30 89	89	7	96	7	116	116	9	125	125
9:00 32	32	2	34	2	81	81	13	94	94
9:30 39	39	0	39	0	63	63	5	68	68
10:00 44	44	6	50	6	45	45	7	52	52
10:30 44	44	7	51	7	54	54	2	56	56
11:00 45	45	3	48	3	66	66	2	68	68
11:30 am 38	38	0	38	0	65	65	0	65	65
12:00 71	71	3	74	3	50	50	1	51	51
12:30 pm 42	42	16	58	16	69	69	7	76	76
1:00 27	27	8	35	8	74	74	13	87	87
1:30 45	45	9	54	9	129	129	11	140	140
2:00 120	120	9	129	9	155	155	16	171	171
2:30 81	81	4	85	4	116	116	9	125	125
3:00 84	84	3	87	3	71	71	6	77	77
3:30 62	62	6	68	6	93	93	7	100	100
4:00 96	96	3	99	3	104	104	2	106	106
4:30 108	108	2	110	2	98	98	3	101	101
5:00 183	183	13	196	13	185	185	12	197	197
5:30 189	189	21	210	21	222	222	11	233	233
6:00 78	78	2	80	2	99	99	1	100	100
6:30 30	30	0	30	0	17	17	1	18	18
7:00 pm 26	26	2	28	2	15	15	0	15	15
Total 1739	1739	142	1881	142	2301	2301	183	2484	2484

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CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SEVENTH between Brannan and Townsend, Friday 31 October, 1947

ENTERING				LEAVING			
30 Min Pas- Period senger Train Autos.	Local Transit Vehicles	Out- Town Buses	R.R. Total	Out- Town Buses	R.R. Total	Local Transit Vehicles	Total Pedes- trians Leaving
7:30 am	107	107	121	177	177	177	48
8:00	225	225	260	213	213	213	114
8:30	149	149	134	119	119	119	132
9:00	102	102	116	108	108	108	6
9:30	74	74	87	81	81	81	12
10:00	101	101	112	90	90	90	7
10:30	104	104	124	87	87	87	9
11:00	87	87	93	80	80	80	15
11:30 am	126	126	141	86	86	86	7
12:00	137	137	159	87	87	87	6
12:30 pm	126	126	178	72	72	72	28
1:00	71	71	90	122	122	122	144
1:30	113	113	123	93	93	93	5
2:00	122	122	131	56	56	56	2
2:30	69	69	91	131	131	131	4
3:00	63	63	69	156	156	156	3
3:30	122	122	125	134	134	134	4
4:00	84	84	87	65	65	65	5
4:30	137	137	147	120	120	120	6
5:00	71	71	78	164	164	164	8
5:30	239	239	326	183	183	183	28
6:00	41	41	52	150	150	150	0
6:30	18	18	3	51	51	51	1
7:00 pm	41	41	44	35	35	35	0
Total	2529	2529	2964	2660	2660	2660	3035



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On SIXTH between Brannan and Townsend, Friday 31 October, 1947

ENTERING

30 Min Pas- Period senger Ending Autos	Pas- Local	Transit	Town	Fer- sengers	Pedes- trians	Persons Entering	Total
	Out-	of	or	Pas-			
	R.R.	Total					
7:30 am	54					25	79
8:00	149					8	157
8:30	71					9	80
9:00	66					32	98
9:30	80					11	91
10:00	57					18	75
10:30	51					20	71
11:00	74					13	87
11:30 am	73					10	83
12:00	72					39	111
12:30 pm	84					71	155
1:00	62					23	85
1:30	18					5	23
2:00	38					10	48
2:30	33					12	45
3:00	42					10	52
3:30	60					32	92
4:00	39					15	54
4:30	99					63	162
5:00	114					59	173
5:30	171					67	238
6:00	44					18	62
6:30	18					3	21
7:00 pm	23					4	27
Total	1592					577	2169

LEAVING

Pas- Local	Transit	Town	Fer- sengers	Pedes- trians	Persons Leaving	Total
Out-	of	or	Pas-			
R.R.	Total					
53					22	75
197					101	298
85					20	105
90					23	113
75					24	99
80					13	93
71					15	86
80					15	95
75					12	87
104					17	121
62					62	124
92					58	150
47					8	55
87					37	124
65					24	89
75					15	90
90					31	121
69					9	78
92					35	127
116					11	127
114					19	133
53					4	57
18					16	34
24					1	25
1914					592	2506





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FIFTH between Brannan and Townsend, Friday 31 October, 1947

E N T E R I N G				
	Out- of	R.R. Total or Pas- senger Transit Town Fer- sengers Pedes- Persons		
30 Min Pas- Period senger	Local			
Ending Autos	Vehicles	Buses	Ries	Entering
7:30 am	96	1	97	
8:00	150	25	175	
8:30	110	16	126	
9:00	69	11	80	
9:30	48	5	53	
10:00	60	2	62	
10:30	54	1	55	
11:00	63	2	65	
11:30 am	86	4	90	
12:00	98	7	105	
12:30 pm	71	5	76	
1:00	44	9	53	
1:30	114	11	125	
2:00	125	8	133	
2:30	140	5	145	
3:00	128	5	133	
3:30	95	2	97	
4:00	111	2	113	
4:30	173	2	175	
5:00	362	10	372	
5:30	471	3	474	
6:00	177	8	185	
6:30	77	9	86	
7:00 pm	66	0	66	
Total	2933	153	3141	

L E A V I N G				
	Out- of	R.R. Total or Pas- senger Transit Town Fer- sengers Pedes- Persons		
30 Min Pas- Period senger	Local			
Ending Autos	Vehicles	Buses	Ries	Leaving
7:30 am	173	173		
8:00	191	191	20	178
8:30	135	135	5	140
9:00	95	95	7	102
9:30	71	71	3	74
10:00	57	57	2	59
10:30	63	63	1	64
11:00	65	65	1	66
11:30 am	59	59	4	63
12:00	72	72	6	78
12:30 pm	65	65	5	70
1:00	77	77	5	82
1:30	116	116	14	130
2:00	113	113	7	120
2:30	116	116	6	122
3:00	134	134	3	137
3:30	80	80	2	82
4:00	89	89	3	92
4:30	110	110	6	116
5:00	284	284	18	302
5:30	516	516	14	530
6:00	165	165	13	178
6:30	63	63	4	67
7:00 pm	29	29	0	29
Total	2933	2933	154	3092



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On TOWNSEND between 4th and 5th, Friday 7 November, 1947

ENTERING					LEAVING				
30 Min Pas- Period senger Enter Autos	Local Transit Vehicles	Out- of Town	R.R. Total	Total Pedes- rians	Pas- senger Autos	Local Transit Vehicles	Out- of Town	R.R. Total	Total Pedes- rians
7:30 am	353	353	353	355	71	122	71	122	27 98
8:00	588	588	588	596	122	150	122	150	61 183
8:30	249	249	249	267	150	102	150	102	32 182
9:00	158	158	158	164	102	110	102	110	16 118
9:30	99	99	99	102	110	117	110	117	14 124
10:00	99	99	99	103	117	128	117	128	16 133
10:30	138	138	138	151	119	144	119	144	6 134
11:00	86	86	86	96	138	179	138	179	13 132
11:30 am	128	128	128	132	179	144	179	144	5 143
12:00	194	194	194	221	144	107	144	107	6 185
12:30 pm	120	120	120	139	107	138	107	138	11 155
1:00	98	98	98	101	138	144	138	144	19 126
1:30	102	102	102	103	144	120	144	120	12 150
2:00	122	122	122	125	144	147	144	147	2 146
2:30	125	125	125	127	147	182	147	182	5 152
3:00	105	105	105	117	144	264	144	264	5 149
3:30	125	125	125	142	182	603	182	603	11 193
4:00	117	117	117	135	264	692	264	692	6 270
4:30	137	137	137	144	233	59	233	59	6 609
5:00	209	209	209	256	45	297	45	297	5 697
5:30	203	203	203	277	59	62	59	62	4 237
6:00	92	92	92	106	45	47	45	47	3 62
6:30	68	68	68	74	45	297	45	297	2 47
7:00 pm	50	50	50	53	458	458	458	458	2 47
Total	3765	3765	3765	4096	458	458	458	458	297 4558



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On KING between 4th and 5th, Friday 7 November, 1947

ENTERING

	Pas-	Local	Transit	Town	of	R.R.	Total	Total
Period	senger					or		
Ending	Autos	Vehicles	Buses	Trains	Feet	or		
7:30 am	33			2	35			
8:00	54			18	72			
8:30	56			10	66			
9:00	42			13	55			
9:30	53			9	62			
10:00	14			10	24			
10:30	26			0	26			
11:00	23			4	27			
11:30 am	18			2	20			
12:00	26			10	36			
12:30 pm	32			13	50			
1:00	11			5	16			
1:30	21			2	23			
2:00	17			2	19			
2:30	17			3	20			
3:00	21			4	25			
3:30	18			1	19			
4:00	35			47	82			
4:30	27			6	33			
5:00	32			13	45			
5:30	45			15	60			
6:00	23			0	23			
6:30	9			0	9			
7:00 pm	2			0	2			
Total	655			194	849			

LEAVING

	Pas-	Local	Transit	Town	of	R.R.	Total	Total
Period	senger					or		
Ending	Autos	Vehicles	Buses	Trains	Feet	or		
7:30 am	35			35				
8:00	72			72				
8:30	69			69				
9:00	75			75				
9:30	71			71				
10:00	36			36				
10:30	32			32				
11:00	48			48				
11:30 am	30			30				
12:00	77			77				
12:30 pm	44			44				
1:00	5			5				
1:30	27			27				
2:00	20			20				
2:30	20			20				
3:00	35			35				
3:30	9			9				
4:00	32			32				
4:30	33			33				
5:00	163			163				
5:30	206			206				
6:00	30			30				
6:30	3			3				
7:00 pm	11			11				
Total	1183			1183				



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FERRY between 4th and 5th, Monday 10 November, 1947

E N T E R I N G						L E A V I N G					
	Pas-	Local	Out-	R.R. Total		Pas-	Local	Out-	R.R. Total		Total
30 Min Pas-	senger	Transit	of Town	Per-	Pedes-	senger	Transit	of Town	Per-	senger	Persons
Period Ending	Autos	Vehicles	Autos	Transit	Persons	Autos	Vehicles	Autos	Transit	Persons	Persons
7:30 am	36	36	36	36	39	39	39	39	39	5	44
8:00	143	143	143	143	179	72	72	72	72	15	87
8:30	95	95	95	95	118	30	30	30	30	10	40
9:00	104	104	104	104	116	38	38	38	38	6	44
9:30	57	57	57	57	66	45	45	45	45	8	53
10:00	65	65	65	65	74	57	57	57	57	8	65
10:30	44	44	44	44	59	51	51	51	51	18	69
11:00	68	68	68	68	77	66	66	66	66	8	74
11:30 am	72	72	72	72	81	63	63	63	63	15	78
12:00	53	53	53	53	66	50	50	50	50	10	60
12:30 pm	57	57	57	57	84	42	42	42	42	21	63
1:00	36	36	36	36	48	30	30	30	30	17	47
1:30	44	44	44	44	51	38	38	38	38	5	43
2:00	38	38	38	38	48	47	47	47	47	6	53
2:30	41	41	41	41	48	47	47	47	47	5	52
3:00	54	54	54	54	56	54	54	54	54	5	59
3:30	30	30	30	30	32	38	38	38	38	5	43
4:00	44	44	44	44	3	47	47	47	47	7	54
4:30	53	53	53	53	60	45	45	45	45	20	65
5:00	68	68	68	68	86	73	73	73	73	35	113
5:30	54	54	54	54	67	107	107	107	107	17	124
6:00	53	53	53	53	65	57	57	57	57	10	67
6:30	15	15	15	15	15	29	29	29	29	1	30
7:00 pm	11	11	11	11	12	30	30	30	30	1	31
Total	1335	1335	1335	1335	1593	1200	1200	1200	1200	258	1458





City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On THURSDAY at 4th Street, Friday 14 November, 1947

ENTERING

30 Min Pas- Period senger	Local	Transit	Town	Out- of	R.R. Total	Pas- senger	Local	Transit	Town	Out- of	R.R. Total	Total	Persons
Ending Autos	Local	Transit	Town	Out- of	R.R. Total	Autos	Local	Transit	Town	Out- of	R.R. Total	Total	Persons
7:30 am	1107	814			1921	303	1078					1341	2
8:00	1547	1319			2866	668	617					1285	7
8:30	1037	981			2018	444	312					756	3
9:00	761	536			1297	761	221					982	3
9:30	615	365			980	381	104					485	1
10:00	479	249			728	321	161					482	5
10:30	519	378			897	437	196					633	2
11:00	458	406			864	300	215					515	0
11:30 am	528	305			833	407	87					496	2
12:00	552	281			833	444	252					696	3
12:30 pm	459	293			752	470	212					682	1
1:00	356	255			611	429	211					640	3
1:30	336	354			740	446	266					712	2
2:00	375	327			702	423	408					831	1
2:30	369	251			620	447	353					800	2
3:00	351	267			618	464	574					1038	1
3:30	423	407			835	539	461					1000	5
4:00	611	784			1395	673	538					1216	6
4:30	702	436			1138	795	672					1467	2
5:00	872	901			1773	1350	1050					2401	1
5:30	641	801			1442	1440	1179					2619	5
6:00	537	231			813	905	1391					2296	0
6:30	390	247			637	620	391					1011	2
7:00 pm	290	180			470	387	358					745	0
Total	14370	11413			25783	13359	11267					25126	59

LEAVING

30 Min Pas- Period senger	Local	Transit	Town	Out- of	R.R. Total	Pas- senger	Local	Transit	Town	Out- of	R.R. Total	Total	Persons
Ending Autos	Local	Transit	Town	Out- of	R.R. Total	Autos	Local	Transit	Town	Out- of	R.R. Total	Total	Persons
7:30 am	1107	814			1921	303	1078					1341	2
8:00	1547	1319			2866	668	617					1285	7
8:30	1037	981			2018	444	312					756	3
9:00	761	536			1297	761	221					982	3
9:30	615	365			980	381	104					485	1
10:00	479	249			728	321	161					482	5
10:30	519	378			897	437	196					633	2
11:00	458	406			864	300	215					515	0
11:30 am	528	305			833	407	87					496	2
12:00	552	281			833	444	252					696	3
12:30 pm	459	293			752	470	212					682	1
1:00	356	255			611	429	211					640	3
1:30	336	354			740	446	266					712	2
2:00	375	327			702	423	408					831	1
2:30	369	251			620	447	353					800	2
3:00	351	267			618	464	574					1038	1
3:30	423	407			835	539	461					1000	5
4:00	611	784			1395	673	538					1216	6
4:30	702	436			1138	795	672					1467	2
5:00	872	901			1773	1350	1050					2401	1
5:30	641	801			1442	1440	1179					2619	5
6:00	537	231			813	905	1391					2296	0
6:30	390	247			637	620	391					1011	2
7:00 pm	290	180			470	387	358					745	0
Total	14370	11413			25783	13359	11267					25126	59



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FIFTH at Bryant and at Harrison, Friday 31, October, 1947

30 Min Pas- Period senger	ENTERING				
	Local	Out- of	R.R. Total	Total	
Ending Autos	Transit	Town	Fer- sengers	Pedes- trians	Persons
7:30 am	1106			1106	
8:00	1325			1325	
8:30	1467			1467	
9:00	1313			1313	
9:30	788			788	
10:00	810			810	
10:30	732			732	
11:00	806			806	
11:30 am	675			675	
12:00	776			776	
12:30 pm	684			684	
1:00	680			680	
1:30	777			777	
2:00	687			687	
2:30	980			980	
3:00	980			980	
3:30	1032			1032	
4:00	1203			1203	
4:30	1547			1547	
5:00	1710			1710	
5:30	1275			1275	
6:00	891			891	
6:30	630			630	
7:00 pm	722			722	
Total	24546			24546	

	LEAVING				
	Pas- senger	Local	Out- of	R.R. Total	Total
Ending Autos	Transit	Town	Fer- sengers	Pedes- trians	Persons
7:30 am	1170			1170	
8:00	1122			1122	
8:30	758			758	
9:00	711			711	
9:30	560			560	
10:00	582			582	
10:30	617			617	
11:00	561			561	
11:30 am	638			638	
12:00	625			625	
12:30 pm	590			590	
1:00	620			620	
1:30	638			638	
2:00	666			666	
2:30	827			827	
3:00	792			792	
3:30	986			986	
4:00	1173			1173	
4:30	1299			1299	
5:00	1703			1703	
5:30	1874			1874	
6:00	1113			1113	
6:30	1128			1128	
7:00 pm	823			823	
Total	21581			21581	



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On BRIDGE Off-Ramp at First Street, Monday 3 November, 1947

ENTRING				
30 Min Pas-	Local	Out- of	R.R. Total	Total
Period senger	Transit	Town Per-	sengers	Pedes- Persons
Ending Autos	Vehicles	Buses	Ries	Entering
7:30 am	795		795	795
8:00	1190		1190	1190
8:30	1556		1556	1556
9:00	1176		1176	1176
9:30	728		728	728
10:00	614		614	614
10:30	555		555	555
11:00	552		552	552
11:30 am	464		464	464
12:00	515		515	515
12:30 pm	386		386	386
1:00	383		383	383
1:30	360		360	360
2:00	408		408	408
2:30	375		375	375
3:00	389		389	389
3:30	428		428	428
4:00	410		410	410
4:30	465		465	465
5:00	773		773	773
5:30	746		746	746
6:00	902		902	902
6:30	426		426	426
7:00 pm	1110		1110	1110
Total	15036		15036	15036

L E A V I N G			
Pas- senger Autos	Local Transit Vehicles	of Town Buses	Total R.R. Pedes- trians Leaving
Out-	or	Pas-	Total

METROPOLITAN TRAFFIC DISTRICT



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On HARRISON between 1st and 2nd Streets

[illegible]





CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

On FREMONT near Harrison, Friday 31 October, 1947

ENTERING

	Out-	R.R. Total	
	of		
	Town	Per-	Total
	Transit	senger	
Period	Autos	Vehicles	Pedes- Persons
Ending	Autos	Vehicles	Pedes- Persons
7:30 am	35	519	554
8:00	470	519	989
8:30	422	470	892
9:00	396	422	818
9:30	420	396	816
10:00	404	420	824
10:30	437	404	841
11:00	359	437	796
11:30 am	395	359	754
12:00	362	395	757
12:30 pm	387	362	749
1:00	371	387	758
1:30	435	371	806
2:00	447	435	882
2:30	418	447	865
3:00	582	418	1000
3:30	840	582	1422
4:00	905	840	1745
4:30	1428	905	2333
5:00	1535	1428	2963
5:30	981	1535	2516
6:00	711	981	1692
6:30	422	711	1133
7:00 pm	422	422	844
Total	14031	14031	28062

ONE-WAY STREET

LEAVING

METROPOLITAN TRAFFIC DISTRICT

LEAVING

	Out-	R.R. Total	
	of		
	Town	Per-	Total
Period	Transit	senger	
Ending	Autos	Vehicles	Pedes- Persons
7:30 am	35	519	554
8:00	470	519	989
8:30	422	470	892
9:00	396	422	818
9:30	420	396	816
10:00	404	420	824
10:30	437	404	841
11:00	359	437	796
11:30 am	395	359	754
12:00	362	395	757
12:30 pm	387	362	749
1:00	371	387	758
1:30	435	371	806
2:00	447	435	882
2:30	418	447	865
3:00	582	418	1000
3:30	840	582	1422
4:00	905	840	1745
4:30	1428	905	2333
5:00	1535	1428	2963
5:30	981	1535	2516
6:00	711	981	1692
6:30	422	711	1133
7:00 pm	422	422	844
Total	14031	14031	28062



CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

S. P. DEPOT at Third Street, Wednesday 12 November, 1947

ENTERING

	Out-	Local	of	R.R. Total	Total
	Pas-	senger	Transit	Town Fer-	sengers Pedes- Persons
	Autos	Vehicles	Buses	rics	Entering
7:30 am					365
8:00					2470
8:30					3728
9:00					1396
9:30					410
10:00					734
10:30					0
11:00					337
11:30 am					264
12:00					0
12:30 pm					0
1:00					0
1:30					223
2:00					0
2:30					0
3:00					0
3:30					170
4:00					0
4:30					207
5:00					0
5:30					346
6:00					0
6:30					320
7:00 pm					92
Total					1112

Bay Meadows Special 5:45 P.M. 832

LEAVING

	Out-	Local	of	R.R. Total	Total
	Pas-	senger	Transit	Town Fer-	sengers Pedes- Persons
	Autos	Vehicles	Buses	rics	Leaving
7:30 am					107
8:00					0
8:30					496
9:00					0
9:30					0
10:00					0
10:30					0
11:00					0
11:30 am					367
12:00					0
12:30 pm					179
1:00					0
1:30					0
2:00					215
2:30					0
3:00					0
3:30					332
4:00					0
4:30					783
5:00					1449
5:30					4142
6:00					1553
6:30					285
7:00 pm					196
Total					10141

Bay Meadows Special 12:17 P.M. 757



City and County of San Francisco  
Technical Committee, ATP Council

CORDON COUNT OF PASSENGERS ENTERING AND LEAVING  
THE METROPOLITAN TRAFFIC DISTRICT

FERRY BUILDING, Monday 10 November, 1947

ENTERING				LEAVING			
	Out-	R.R. of	Total	Out-	R.R. of	Total	
30 Min Pas-	Local	Transit	Town Fer-	Local	Transit	Town Fer-	Total
Period senger			soners	senger		soners	Persons
Entering Autos, Vehicles	Buses	Trucks	Trucks	Autos, Vehicles	Buses	Trucks	Trucks
7:30 am	4						97
8:00	18						52
8:30	83						8
9:00	461						0
9:30	150						42
10:00	144						60
10:30	17						66
11:00	9						102
11:30 am	120						19
12:00	137						21
12:30 pm	34						26
1:00	31						44
1:30	41						39
2:00	32						26
2:30	31						33
3:00	22						44
3:30	28						109
4:00	24						139
4:30	34						124
5:00	27						205
5:30	81						129
6:00	37						101
6:30	32						67
7:00 pm	143						94
Total	1740						1647



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# ORIGIN - DESTINATION SURVEY

OF PERSONS ENTERING AND LEAVING SAN FRANCISCO

VIA

SOUTHERN PACIFIC RAILROAD AND GREYHOUND BUS

JANUARY 1948

SAN FRANCISCO TRANSPORTATION TECHNICAL COMMITTEE





JUL 30 1948

REFERENCE DEPARTMENT  
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PUBLIC UTILITIES

ORIGIN-DESTINATION SURVEY OF  
PERSONS ENTERING AND LEAVING SAN FRANCISCO  
VIA  
SOUTHERN PACIFIC RAILROAD AND GREYHOUND BUS  
JANUARY 1948.

A compilation of data based on an origin-  
destination survey of passengers entering  
and leaving the Southern Pacific and the  
Seventh Street and Sansome Street Grey-  
hound Bus Terminals, during a typical 12-  
hour week day in January, 1948.

Prepared by the Transportation Technical Committee of the Departments of  
Public Utilities, Public Works, City Planning, and Police under the tech-  
nical supervision of De Leuw, Cather & Company, Consulting Engineers to  
the Technical Committee.

City and County of San Francisco  
April 1948.

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- Plate 3, Origins of Bus Passengers Leaving San Francisco from the Greyhound Bus Depot at Seventh and Mission Streets.
- Plate 4, Origins of Bus Passengers Leaving San Francisco from the Greyhound Bus Depot at Sansome & Sacramento Streets.

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- Table 2. Total Passengers Entering and Leaving San Francisco in the three periods 7 A.M. to 10 A.M., 10 A.M. to 4 P.M., and 4 P.M. to 7 P.M. 4.
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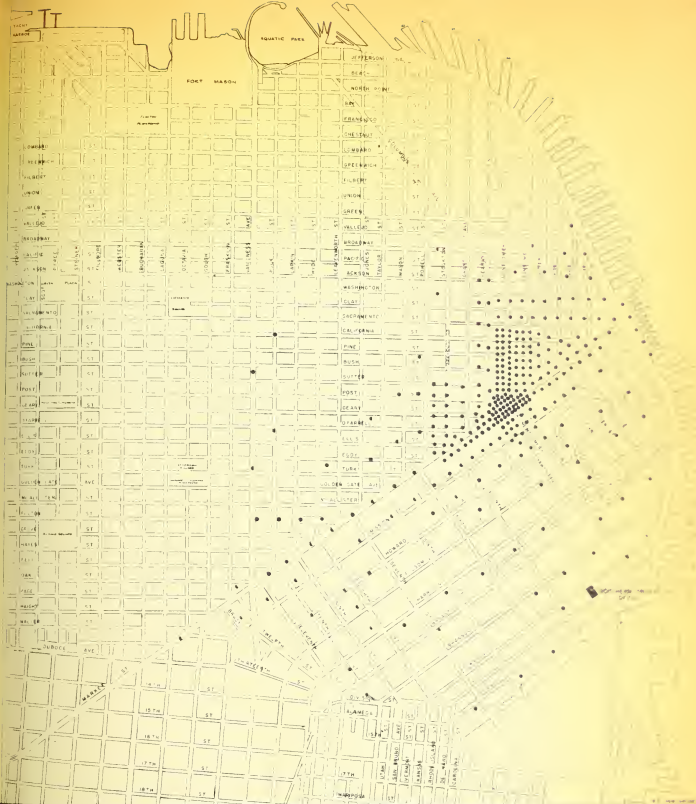
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- Table 7. Total Passengers making round trips to and from San Francisco and one way trips away from San Francisco by city of origin or destination and segregated to show workers separately, totals for period 7 A.M. to 7 P.M. 9.
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# ORIGINS OF TRAIN PASSENGERS LEAVING SAN FRANCISCO FROM THE SOUTHERN PACIFIC DEPOT AT THIRD & TOWNSEND STREETS

BETWEEN 4:00 AND 7:00 P.M. ON AN  
AVERAGE WEEK DAY IN JANUARY, 1948

THE TRANSPORTATION TECHNICAL COMMITTEE

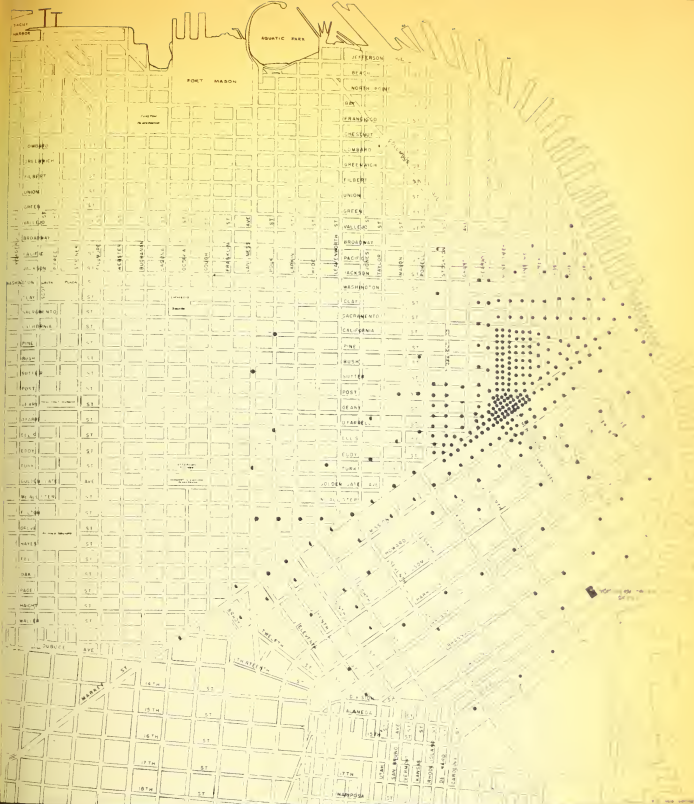


1:10,000  
1" = 1 MILE  
SCALE

EACH DOT REPRESENTS  
TWENTY-FIVE PERSONS







# ORIGINS OF TRAIN PASSENGERS LEAVING SAN FRANCISCO FROM THE SOUTHERN PACIFIC DEPOT AT THIRD & TOWNSEND STREETS

BETWEEN 4:00 AND 7:00 P.M. ON AN  
AVERAGE WEEK DAY IN JANUARY, 1948

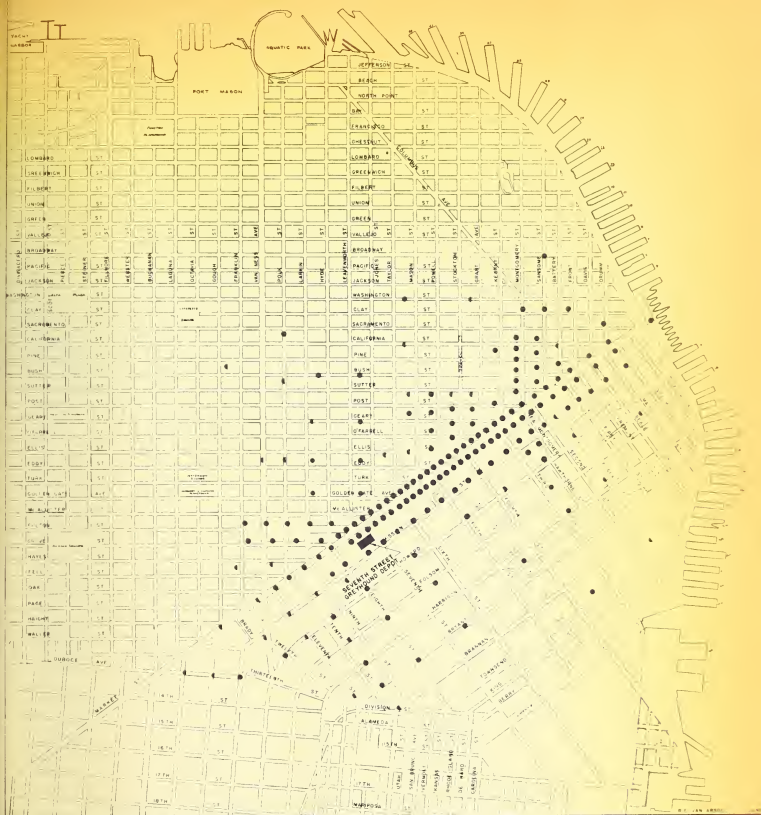
THE TRANSPORTATION TECHNICAL COMMITTEE



SCALE  
0 1/2 1 1 1/2 2 2 1/2 3 3 1/2 4 4 1/2 5 5 1/2 6 6 1/2 7 7 1/2 8 8 1/2 9 9 1/2 10

EACH DOT REPRESENTS  
TWENTY-FIVE PERSONS





# ORIGINS OF BUS PASSENGERS LEAVING SAN FRANCISCO FROM THE GREYHOUND BUS DEPOT AT SEVENTH AND MISSION STREETS

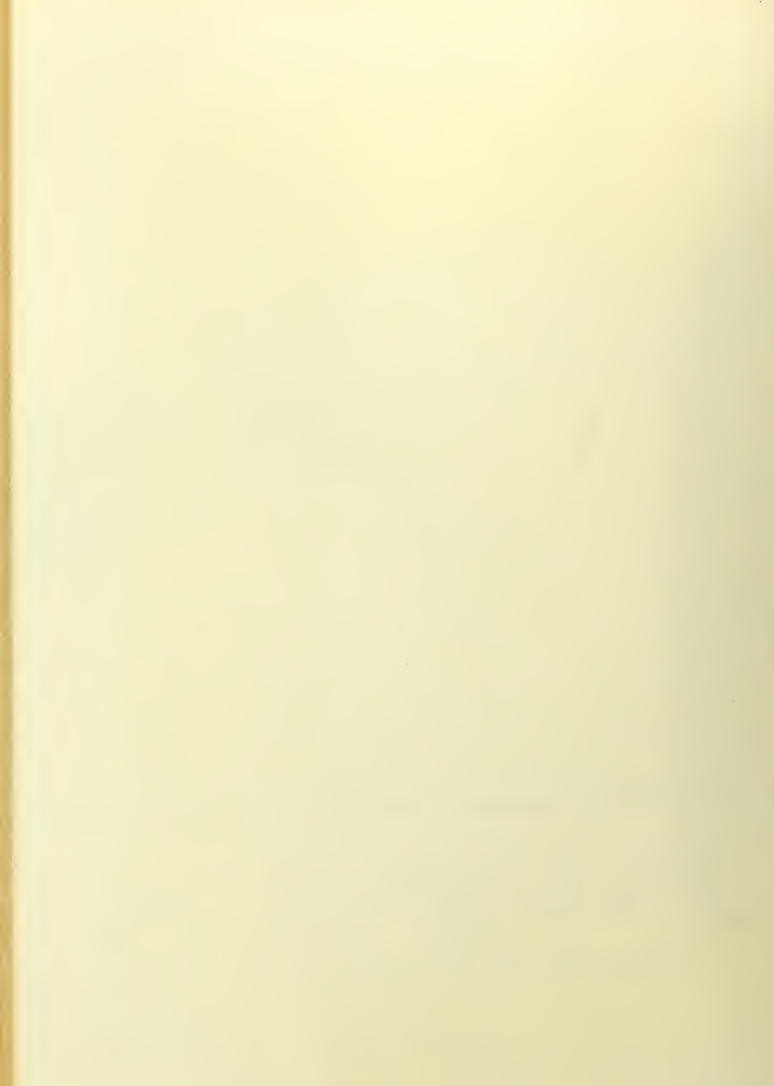
BETWEEN 4:00 AND 7:00 P.M. ON AN  
AVERAGE WEEK DAY IN JANUARY, 1948

THE TRANSPORTATION TECHNICAL COMMITTEE



0 400 800 1200 1600 2000  
SCALE IN FEET

EACH DOT REPRESENTS  
TWENTY-FIVE PERSONS





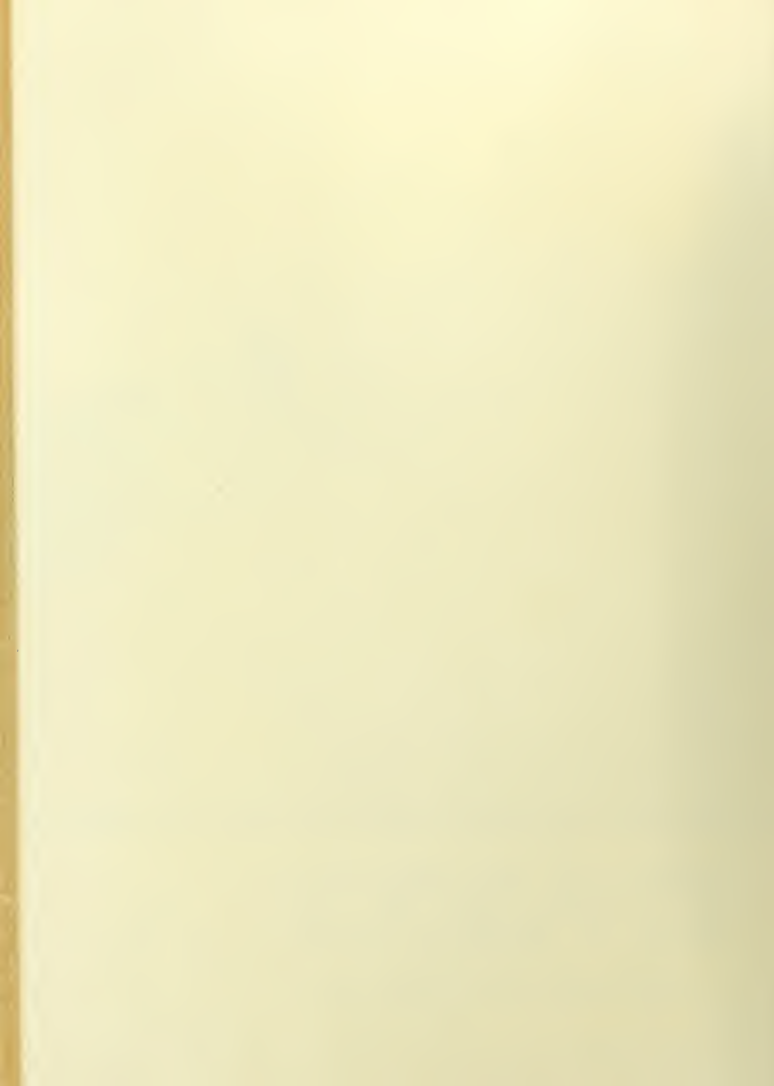
# ORIGINS OF BUS PASSENGERS LEAVING SAN FRANCISCO FROM THE GREYHOUND BUS DEPOT AT SANSOME & SACRAMENTO STREETS

BETWEEN 4:00 AND 7:00 P.M. ON AN  
AVERAGE WEEK DAY IN JANUARY, 1948



0 400 800 1600 2400  
SCALE FEET

EACH DOT REPRESENTS  
TWENTY-FIVE PERSONS



F O R E W O R D

This report presents the results of a survey of origins and destinations of railroad and bus passengers who enter and leave San Francisco on an average day between 7 A.M. and 7 P.M. The eight tables as listed in the preceding Table of Contents give various summaries of the information secured, such as terminals used, peak hour volumes, volumes by half-hour intervals through each of the three terminals, origin and destination of trips, and segregations as to purpose of trips. It will be noted that the titles of the various tables as given in the Table of Contents have been somewhat amplified as compared with the headings given at the beginning of the respective tables.

The purpose of this survey was to provide data, not elsewhere available, with reference to the traveling habits and needs of those residents of San Francisco, the Peninsula, the East Bay Area and Marin County who regularly use rail and bus facilities to travel to and from San Francisco. The information is expected to be of value in connection with studies of public transit needs and terminal facilities in San Francisco.

The survey was made by the Transportation Technical Committee of the Departments of Public Utilities, Public Works, City Planning and Police under the technical supervision of De Leuw, Cather & Company, consulting engineers. The field work was done on January 20 and 21, 1948 (Tuesday and Wednesday). Specially instructed field men stationed at the various terminals handed each passenger leaving the city a return postal questionnaire card with the request that it be filled out and returned through the mail. Cards were issued between 7 A.M. and 7 P.M. at the Southern Pacific Company Station at 3rd and Townsend Streets and at the Grayhound Bus Depot at 7th and Mission Streets. Cards were also issued at the Sansome Street Grayhound Station, used exclusively for Marin County service, between 4 P.M. and 7 P.M., this being the only period of departure for buses from that station.

A total of 21,516 cards was distributed, of which 6,374 or 29.6 per cent were returned with usable information. The usable cards were then coded and the data punched on I.B.M. cards, expanded to a full day's volume, after which the various analyses shown in the following tables were assembled. These analyses show totals which have been adjusted to equal the total passenger volumes found at these terminals in the October, 1947, Gordon Count (published in December, 1947 by the Transportation Technical Committee). Thus the passenger totals represent the number of persons traveling on a typical 12-hour week day in October, 1947.

# REPORT

The following is a summary of the work done during the year 1892. The work was done in the Department of the Interior, Bureau of Land Management, and was under the direction of the Commissioner of the General Land Office. The work was done in the following order: first, the work of the Surveyors General, second, the work of the Surveyors, and third, the work of the Clerks. The work of the Surveyors General was done in the following order: first, the work of the Surveyors General, second, the work of the Surveyors, and third, the work of the Clerks. The work of the Surveyors was done in the following order: first, the work of the Surveyors, second, the work of the Clerks, and third, the work of the Surveyors. The work of the Clerks was done in the following order: first, the work of the Clerks, second, the work of the Surveyors, and third, the work of the Surveyors.

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- 2 -

The ratio of returns of the questionnaire cards was quite different for the several terminals as indicated by the following tabulation:

<u>Terminal</u>		<u>Cards Distributed</u>	<u>Cards Returned</u>	<u>Per Cent Sample</u>
Southern Pacific R.R.	Jan. 20 (Tues.)	11466	4443	38.7%
7th St. Greyhound Bus	Jan. 20 (Tues.)	7302	977	13.4%
Sansome St. Greyhound Bus	Jan. 21 (Wed.)	<u>2748</u>	<u>954</u>	<u>34.7%</u>
		21516	6374	29.6%

The survey did not cover the limited number of commuting passengers who enter and leave the city by way of the Ferry Building and the 5th and Mission Street Terminal of the Greyhound System. The number of commuters using these terminals and other similar ones was not considered sufficiently large to justify including them in the study. Passengers traveling to and from the East Bay Area by means of the Key System were not included in the survey since they had already been covered by the Bay Area Metropolitan Traffic Survey made last year by the State Division of Highways.

It should be noted that San Francisco residents covered by this survey were also included in the Bay Area Metropolitan Traffic Survey, but non-residents were not. Consequently the number of trips shown in the two surveys, should not, in all cases, be added together.

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NAME	RESIDENCE	DATE	AMOUNT	REMARKS
1891	1891	1891	1891	1891
1891	1891	1891	1891	1891
1891	1891	1891	1891	1891
1891	1891	1891	1891	1891

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MAR 10

GRAND SUMMARY OF SOUTHERN PACIFIC RAILROAD AND  
GREYHOUND BUS PASSENGERS ENTERING AND LEAVING  
SAN FRANCISCO IN THE PERIOD 7 A.M. to 7 P. M.

Area of Origin or destination	ENTERING SAN FRANCISCO			LEAVING SAN FRANCISCO		
	Workers	Shoppers and Others	Total all Persons	Workers	Shoppers and Others	Total all Persons
East Bay and East	1826	745	2571	2156	876	3032
Peninsula and South	11934	1637	13571	13152	1777	14929
Marin and North	4639	717	5356	5125	847	5972
Origin or Dest. Unknown	21	1431	1452	512	435	947
TOTALS	18420	4530	22950	20945	3935	24880

Note: One way trips leaving San Francisco are included in this tabulation.  
No data are available for the one way trips entering San Francisco.



GRAND SUMMARIES OF SOUTHERN PACIFIC RAILROAD AND  
GREYHOUND BUS PASSENGERS ENTERING AND LEAVING SAN  
FRANCISCO IN THE PERIODS 7 A.M. to 10 A.M., 10 A.M.  
to 4 P.M., and 4 P.M. to 7 P.M.

Time Period	Area of Origin or Destination	ENTERING SAN FRANCISCO			LEAVING SAN FRANCISCO		
		Shoppers Total and all Workers Others Persons			Shoppers Total and all Workers Others Persons		
7 AM to 10 AM	East Bay & East Peninsula & South Marin & North Totals This Period	1320 10389 4320 16029	268 589 54 911	1588 10978 4374 16940	406 1473 357 2336	87 278 174 439	493 1751 531 2775
10 AM to 4 PM	East Bay & East Peninsula & South Marin & North Totals This Period	137 461 189 787	448 757 511 1716	585 1218 700 2503	490 1598 610 2698	696 1218 496 2410	1186 2816 1106 5108
4 PM to 7 PM	East Bay & East Peninsula & South Marin & North Totals This Period	369 1084 130 1583	29 291 152 472	398 1375 282 2055	1260 10081 4158 15499	93 281 177 551	1353 10362 4335 16050
7 AM to 7 PM	Origin or Dest. Unknown	21	1431	1452	512	435	947
7 AM to 7 PM	TOTALS	18420	4530	22950	20945	3935	24880

Note: One way trips leaving San Francisco are included in this tabulation.  
No data are available for the one way trips entering San Francisco.



GRAND SUMMARIES OF PERSONS LEAVING SOUTHERN PACIFIC  
AND GREYHOUND TERMINALS IN SAN FRANCISCO, 7 AM. to 7 PM.

## A. INTERCITY PASSENGERS ONLY.\*

TERMINAL	WORKERS	SHOPPERS	OTHERS	ALL PERSONS
Southern Pacific	9766	262	463	10491
Greyhound, 7th St. Station	8315	720	2469	11504
Greyhound, Sansome St. Station	2864	6	15	2885
TOTALS	20945	988	2947	24880

7 AM to 7 PM.

## B. ALL PASSENGERS.

TERMINAL	WORKERS	SHOPPERS	OTHERS	ALL PERSONS
Southern Pacific	9766	262	463	10491
Greyhound, 7th St. Station	8669	720	2476	11865
Greyhound, Sansome St. Station	2864	6	15	2885
TOTALS	21299	988	2954	25251

4:30 PM to 5:30 PM.

## C. ALL PASSENGERS PEAK HOUR

TERMINAL	WORKERS	SHOPPERS	OTHERS	ALL PERSONS
Southern Pacific	6176	30	23	6229
Greyhound, 7th St. Station	2523	54	119	2696
Greyhound, Sansome St. Station	2334	0	6	2340
TOTALS	11033	84	149	11265

Note: Areas served by the respective terminals:

Southern Pacific-Peninsula and South

Greyhound, 7th St.-General.

Greyhound, Sansome St.- Marin and North.

\* Table A does not include 361 passengers who boarded Greyhound buses at the terminal, then got off within San Francisco City Limits.

Table B does include these passengers.





SUMMARY OF RAILROAD PASSENGERS LEAVING SOUTHERN PACIFIC  
TERMINAL IN SAN FRANCISCO, BY TIME OF LEAVING  
7 P.M. to 7 P.M.

By Purpose Of Trip Coming To San Francisco

HOOR ENDING	WORKERS	SHOPPERS	OTHERS	TOTAL
8:00 A.M.	117	13	13	143
9:00	388	0	135	523
10:00	0	0	0	0
11:00	0	0	0	0
12:00	78	13	39	130
1:00 P.M.	13	13	0	26
2:00	211	65	78	354
3:00	13	0	13	26
4:00	513	105	131	749
5:00	1065	20	29	1114
6:00	6551	27	25	6603
7:00	492	2	0	494
Unknown	325	4	0	329
7 A.M. - 7 P.M.	9766	262	463	10491

By Method Of Local Transportation To Terminal

HOOR ENDING	WALK	TROLLEY OR BUS	TAXI	PRIV. CAR	TOTAL
8:00 A.M.	52	91	0	0	143
9:00	60	262	118	83	523
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	117	0	13	130
1:00 P.M.	13	13	0	0	26
2:00	39	301	14	0	354
3:00	0	13	13	0	26
4:00	105	552	79	13	749
5:00	218	766	53	77	1114
6:00	1402	4869	122	210	6603
7:00	82	395	8	9	494
Unknown					329
7 A.M.-7 P.M.	1971	7379*	407	405	10491

Note: \*Subsequent studies have shown that approximately 80% of these passengers are discharged on Townsend Street.

ARTICLE 10. THE COURT OF APPEALS SHALL HAVE JURISDICTION TO REVIEW THE DECISIONS OF THE BOARD OF APPEALS IN ALL CASES WHERE THE BOARD OF APPEALS HAS MADE A FINAL DECISION.

SECTION 1. The Court of Appeals shall consist of three judges, one of whom shall be the Chief Justice of the State, and the other two shall be Justices of the Supreme Court, appointed by the Governor for a term of six years.

SECTION 2. The Court of Appeals shall hold its sessions at the State Capitol in the City of Albany, and shall have the same powers and jurisdiction as the Supreme Court.

SECTION 3. The Court of Appeals shall have the right to issue writs of habeas corpus, certiorari, and mandamus, and shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision.

SECTION 4. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 5. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 6. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 7. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 8. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 9. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 10. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 11. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 12. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 13. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 14. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 15. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 16. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 17. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 18. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 19. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 20. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 21. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SECTION 22. The Court of Appeals shall have the right to review the decisions of the Board of Appeals in all cases where the Board of Appeals has made a final decision, and shall have the right to issue writs of habeas corpus, certiorari, and mandamus.

SUMMARY OF PERSONS LEAVING SEVENTH STREET GREYHOUND  
BUS TERMINAL IN SAN FRANCISCO, BY TIME OF LEAVING  
7 A.M. to 7 P.M.

30 MINUTE PERIOD ENDING	WORKERS	SHOPPERS	OTHERS	ALL PERSONS
7:30 AM	560	20		580
8:00	660	20	20	700
8:30	330		110	440
9:00	100		70	170
9:30	90		110	200
10:00	75		45	120
10:30	95		55	150
11:00	60	45	125	230
11:30	70	20	60	150
12:00	105		145	250
12:30 PM	20	80	40	140
1:00	115	25	180	320
1:30	40			40
2:00	165		65	230
2:30	170	105	270	545
3:00	220	115	155	490
3:30	275	25	260	560
4:00	730	80	170	980
4:30	338	35	84	457
5:00	930	41	70	1041
5:30	1593	13	49	1655
6:00	1161	14	28	1203
6:30	393	26	21	440
7:00	119	13	42	174
Unknown Time	255	43	302	600
TOTALS	8669	720	2476	11865



SUMMARY OF PERSONS LEAVING SANSOME STREET GREYHOUND  
BUS TERMINAL IN SAN FRANCISCO, BY TIME OF LEAVING  
4 P.M to 7 P.M.

30 MINUTE PERIOD ENDING	WORKERS	SHOPPERS	OTHERS	ALL PERSONS
4:00	34		3	37
4:30	89	3	3	95
5:00	831		6	837
5:30	1503			1503
6:00	316	3	3	322
6:30	73			73
7:00	6			6
Unknown Time	12			12
TOTALS	2864	6	15	2885

Note: Buses operate only during commuter hours, into San Francisco in the morning and leaving San Francisco in the evening.



SUMMARY OF SOUTHERN PACIFIC AND GREYHOUND PASSENGER TRIPS  
BY TERMINAL IN SAN FRANCISCO AND BY CITY OF ORIGIN  
OR DESTINATION  
By Workers (W), and by Total Number of Persons (T)

TOWN OR CITY	ROUND TRIPS INTO S.F.					ROUND TRIPS FROM S.F.					ONE-WAY TRIPS FROM S.F.				
	S.P.		Greyhound			S.P.		Greyhound			S.P.		Greyhound		
	W	T	W	T	TOTAL	W	T	W	T	TOTAL	W	T	W	T	TOTAL
Alameda*															
Alamo			7	7	7										
Antioch			7	7	7										
Atherton	375	379	7	7	382										
Bayshore	2	2	65	72	67										
Belmont	291	293	42	71	333			13	29	42					
Belvedere			14	14	47										
Benbow	14	14			14										
Berkeley*															
Bolinas			7	7	3						13	13			13
Bradley			7	7	7										
Brentwood			7	7	7										
Brisbane			57	57	57										
Burl-	1798	1847	259	395	2057			56	145	201					
ingame					2242										
Camp*															
Stoneman															
Chico			7	7	7										
Concord			35	42	35										
Corte															
Madera															
Cotati	2	2	77	106	93										
Crockett					6										
Dana			42	42	42			29	29	29			29		29

\* Points served by Key System, which was not included in this study.

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SUMMARY OF SOUTHERN PACIFIC AND GREYHOUND PASSENGER TRIPS  
BY TERMINAL IN SAN FRANCISCO AND BY CITY OF ORIGIN  
OR DESTINATION

By Workers (W), and by Total Number of Persons (T)

CITY	ROUND TRIPS INTO S.F.					ROUND TRIPS FROM S.F.					ONE-WAY TRIPS FROM S.F.				
	S.P.		Greyhound		TOTAL	S.P.		Greyhound		TOTAL	S.P.		Greyhound		TOTAL
	W	T	W	T		W	T	W	T		W	T	W	T	
DelMonte		2			2										
Edgemar			7	7	7										
El															
Sobrante			7	7	7										
Fairfax		92	200	171	263										
Fairfield			29	29	29										
Felton			29	29	29										
Guerneville			7	7	7										
Half Moon Bay			7	36	7										
Hayward	2	2	7	7	9										
Healdsburg															
Inverness				7	7										
Juniper															
Kentfield			107	143	250										
Lafayette			35	64	99										
Lagunitas															
Larkspur			2	86	88										
Laurel															
Lomita Pk.	128	128	28	28	156										
Los Altos	10	10			10										
Los Angeles															
Los Gatos	72	72			72										

\*Points served by Key System, which was not included in this study.



**SUMMARY OF SOUTHERN PACIFIC AND GREYHOUND PASSENGER TRIPS  
BY TERMINAL IN SAN FRANCISCO AND BY CITY OF ORIGIN**

OR DESTINATION  
By Workers (W), and by Total Number of Persons (T)

TOWN OR CITY	ROUND TRIPS INTO S.F.										ROUND TRIPS FROM S.F.										ONE-WAY TRIPS FROM S.F.																								
	S.P.					Greyhound					TOTAL					S.P.					Greyhound					TOTAL					S.P.					Greyhound					TOTAL				
	W	T	W	T	W	7th St.	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T												
Manor							15	15	15	15																																			
Manteca							29																																						
Martinez							29	29																																					
Menlo Pk.	365	403					7	7																																					
Meyers								29																																					
Millbrae	286	286					236	243																																					
Mills-Field							29	29																																					
Mill																																													
Valley							410	554	678	687	1088	1241																																	
Miramar							7	7																																					
Moffett																																													
Field							7	7																																					
Monterey	10	12																																											
Morro																																													
Bay	120	122					29																																						
Mountain																																													
View	84	84					7																																						
Napa							14																																						
Novato							43	43	27	27	70	70																																	
Oakland*							43	43			43	43																																	
Oakland	2	2									2	2																																	
Oakland							35	64																																					
Palo Alto	1589	1773					94	123																																					
Petaluma							79	79	12	12	91	91																																	
Pinolo							7	94																																					

\* Points served by Key System, which was not included in this study.



**SUMMARY OF SOUTHERN PACIFIC AND GREYHOUND PASSENGER TRIPS  
BY TERMINAL IN SAN FRANCISCO AND BY CITY OF ORIGIN  
OR DESTINATION**

By Workers (W), and by Total Number of Persons (T)

TOWN OR CITY	ROUND TRIPS INTO S.F.										ROUND TRIPS FROM S.F.										ONE-WAY TRIPS FROM S.F.																								
	Greyhound					S.P.					Sansome					TOTAL					S.P.					TOTAL					Greyhound					7th St.					TOTAL				
	W	T	W	T	7th St.	W	T	W	T	TOTAL	W	T	W	T	7th St.	W	T	W	T	TOTAL	W	T	W	T	7th St.	W	T	W	T	TOTAL															
Redwood City	1092	1147	191	314		1283	1461	52	65	58	58		110	123	2	2																													
Reiff	4	4				4	4																																						
Richmond	444	573	29	29		444	573	174	261				174	261																															
Richvale																																													
Rockaway																																													
Beach	35	35				35	35																																						
Rodeo	49	49				49	49						29	29																															
Ross	7	14				90	90																																						
Sacramento	29	58				29	58																																						
Salinas	2	7					9																																						
San Anselmo	220	263	528	528		748	791	29	58				29	58																															
San Bruno	258	276				534	693	13	13	87	116		100	129																															
San Carlos	789	828	171	185		960	1013	39	39	29	29		68	68	13	13									13	13																			
San Jose	229	322	14	50		313	372	26	39	29	29		26	68	2	2									29	2	31																		
San Juan						2	2	13	13				13	13																															
Bautista	2	2																																											
San Leandro	4	4				4	4																																						
San Lorenzo	7	36				7	36																																						
San Mateo	1476	1566	736	981		2212	2547	39	39	232	261		271	300											14	43	14	43																	

Points served by Key System, which was not included in this study.

Pl. 7  
cont.  
Pl. 2



SUMMARY OF SOUTHERN PACIFIC AND GREYHOUND PASSENGER TRIPS  
BY TERMINAL IN SAN FRANCISCO AND BY CITY OF ORIGIN  
OR DESTINATION

By Workers (W), and by Total Number of Persons (T)

TOWN OR CITY	ROUND TRIPS INTO S.F.						ROUND TRIPS FROM S.F.						ONE-WAY TRIPS FROM SF.					
	S. P.			Greyhound			S. P.			Greyhound			S. P.			Greyhound		
	W	T		7th St.	Sansome	TOTAL	W	T		7th St.	Sansome	TOTAL	W	T		7th St.	TOTAL	T
San Pablo*				359	424	359 424				58	58	58				7	7	7
San Rafael				291	334	315 321				29	87	29 87						
Santa Clara	34			29		63												
Santa Cruz				14		14												
Santa Rosa				14	21	9					29	29						
Saratoga	2	2				23 30												
Sausalito				461	518	357 360				116	145	116 145						
Sharp Pk				78	78	78 78												
Sonoma				43	101	43 101												
So. S.F.	109	113		440	483	549 596	13	13		203	203	216 216						
Steger*				7	7	7 7												
Stinson																		
Bench				14	14	3 3												
Sunnyvale	48	48		7		48 55	13	13		29		13 42						
Tiburon				28	28	106 106												
Tomas				36	36	36 36												
Vallejo				255	392	255 392				116	145	116 145						
Walnut																		
Creek				77	77	77 77				29	29							29
Watson-ville																		
Incomplete	2					2												
Data	26	26		28	86	104 104										75	142	188 333 263 475
Subtotals	9293	9793		6417	8635	2864 2885	13574	21313	342	422	1573	2254	0	0	1915	2676	131	276 325 615 456 891

Note: For Totals, See Tables 1, 2, and 3.

Points served by Key System, which was not included in this study.





# SUMMARY OF SOUTHERN PACIFIC AND GREYHOUND PASSENGER TRIPS

TO AND FROM SAN FRANCISCO, 7 A.M. TO 7 P.M.

By Workers (W), and by Total Number of Persons (T)

To East Bay and East, Peninsula and South, Marin County and North.

In S.F. calculations are for zones in Metropolitan Traffic District and for segments elsewhere.

S.F. Zones and Segments	ENTERING S.F. FROM										LEAVING S.F. FOR									
	East Bay** Peninsula*					Marin*					TOTAL					East Bay** Peninsula* Marin*				
	T	W	T	W	T	T	W	T	W	T	T	W	T	W	T	T	W	T	W	T
9011	58	58	1084	1114	473	473	473	1615	1645	68	68	958	971	482	482	1508	1521			
9012	45	45	790	819	377	384	384	1212	1248	50	50	761	790	392	399	1203	1239			
9013	16	16	222	222	102	102	102	340	340	9	9	139	201	112	112	320	322			
9014	--	--	86	86	83	88	88	174	174	--	--	74	74	92	92	166	166			
Total 901	119	119	2182	2241	1040	1047	1047	3341	3407	127	127	1992	2036	1078	1085	3197	3248			
9021	7	45	23	60	38	96	96	68	201	7	9	49	99	38	154	94	262			
9022	27	27	408	503	83	98	98	518	628	27	56	392	544	91	163	510	763			
9023	9	38	96	172	56	70	70	161	280	2	31	79	193	49	66	130	290			
9024			222	261	51	51	51	273	312	7	7	239	315	56	56	302	378			
Total 902	43	110	749	996	228	315	315	1020	1421	43	103	759	1151	234	439	1036	1693			
Total 903	57	122	109	122	57	107	107	223	351	57	93	96	111	64	78	217	282			

\* Not limited to passengers originating or stopping in these areas.

\*\* Limited to Greyhound Bus passengers going to, from and through East Bay Area.

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## ENTERING S.F.FROM

## LEAVING S.F.FOR

S.F.

Zones

and

Segments

Segments	East Bay** Peninsula* Marin*				Total				East Bay** Peninsula* Marin*				Total			
	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T
9041	9	9	48	155	14	21	71	185	9	9	68	146	7	14	84	169
9042			17	17	6	35	23	52			17	19	6	35	23	54
Total 904	9	9	65	172	20	56	94	237	9	9	85	165	13	49	107	223
9051	48	48	405	418	197	197	650	663	32	32	371	371	237	237	640	640
9052	36	36	401	421	291	298	728	755	35	35	364	371	298	330	697	736
9053	125	124	761	847	153	243	1039	1244	134	163	1096	1138	213	244	1443	1545
9054	60	60	389	453	122	131	571	649	58	58	526	609	121	137	705	804
Total 905	269	298	1956	2144	763	369	2988	3311	259	288	2357	2489	869	948	3485	3725
9061	30	73	466	541	107	150	603	764	32	68	522	705	140	194	694	967
9062	78	136	297	385	89	96	464	617	114	201	281	328	117	167	512	696
9063	49	49	80	109	28	28	157	186	49	56	99	141	32	61	180	258
9064	64	78	190	262	52	81	306	421	35	78	208	280	68	68	311	426
9065	28	28	37	37	7	7	72	72	28	28	39	39	7	7	74	74
Total 906	249	364	1070	1334	283	362	1602	2060	258	431	1149	1493	364	497	1771	2421

\* Not limited to passengers originating or stopping in these areas.

\*\* Limited to Greyhound Bus passengers going to, from and through East Bay Area.



## ENTERING S.F.FROM

## LEAVING S.F.FOR

S.F. ZONES and Segments	East Bay** Peninsula*				Marin*				TOTAL				East Bay** Peninsula*				Marin*				TOTAL			
	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W
9071	7	7	60	60	12	12	79	79	29	29	97	97	3	3	3	3	129	129	476	476	129	129	476	476
9072	31	31	270	272	131	196	432	479	102	150	230	282	94	130	33	33	216	216	137	137	572	572	137	137
9073	9	9	165	165	40	40	214	214	23	23	131	160	33	33	33	33	412	412	137	137	412	412	137	137
9074	23	23	232	234	93	93	403	405	23	23	250	252	137	137	137	137	139	139	139	139	139	139	139	139
9075	23	23	160	160	18	18	141	141	36	36	85	85	15	15	15	15	130	130	130	130	130	130	130	130
9076			123	123			123	123			115	115												
Total 907	93	93	1000	1004	299	364	1392	1461	213	271	958	991	300	336	336	336	1598	1598	1471	1471	1598	1598	1471	1471
9081			94	101	42	42	136	143	7	7	91	91	66	66	66	66	164	164	164	164	164	164	164	164
9082	23	23	70	99	27	27	120	149	23	23	63	99	47	76	76	76	198	198	133	133	198	198	133	133
Total 908	23	23	164	200	69	69	256	292	30	30	154	190	113	142	142	142	362	362	297	297	362	362	297	297
9091	7	7	27	27	51	51	85	85	7	7	52	52	60	60	60	60	119	119	119	119	119	119	119	119
9092	7	7	57	56	50	50	114	172	7	7	140	140	38	38	38	38	185	185	185	185	185	185	185	185
9093	7	7	27	27	21	21	55	55	21	21	41	41	14	14	14	14	76	76	76	76	76	76	76	76
Total 909	21	50	111	140	122	122	294	312	35	35	233	233	112	112	112	112	380	380	380	380	380	380	380	380
TOTAL 0	363	1183	7406	8353	2831	3311	11170	12852	1031	1387	7783	8359	3147	3686	3686	3686	11961	11961	11961	11961	11961	11961	11961	11961

\*Not limited to passengers originating or stopping in these areas.

\*\*Limited to Greyhound Bus passengers going to, from and through East Bay Area.



## ENTERING S.F.FROM

## LEAVING S.F.FOR

S.F. Zones and Segments	East Bay** Peninsula*			Marin*			TOTAL			East Bay** Peninsula*			Marin*			TOTAL		
	W	T	W	T	W	T	W	T	W	W	T	W	T	W	T	W	T	W
Total 911			46	46	6	6	52	52		67	76	3	3			70	79	
9124	12	12	369	369	76	76	457	457		9	388	401	92	92		489	502	
9126	32	32	301	301	171	171	504	504		28	319	319	175	175		522	522	
9127			4	4	15	15	19	19			7	7	12	12		19	19	
9128																		
Other 912	18	47	222	249	104	133	344	429		54	217	217	114	150		356	421	
Total 912	62	91	896	923	366	395	1324	1409		62	91	931	393	429		1386	1464	
9132			123	123	37	37	160	160		29	193	222	40	40		262	291	
9134			32	32	15	15	47	47			35	35	14	14		49	49	
9135	7	7	94	94	58	87	159	188		7	7	93	62	62		162	162	
9137	2	2	129	129	32	32	163	163		2	165	165	62	62		229	229	
9138			14	14	6	6	20	20			22	22	13	13		35	35	
Total 913	9	9	392	392	148	177	549	578		38	508	537	191	191		737	766	
9141			92	105	10	10	109	122		7	102	115	17	24		126	146	
9142	2	2	80	87	21	21	103	110		2	80	80	21	28		103	110	
9143			28	28	7	7	35	35			35	35	17	17		52	52	
9144			102	102	34	34	136	136		7	95	95	34	34		136	136	
Total 914	9	9	302	322	72	72	383	403		16	312	325	89	103		417	444	

\* Not limited to passengers originating or stopping in these areas.

\*\* Limited to Greyhound Bus passengers going to, from and through East Bay Area.





## ENTERING S.F.FROM

## LEAVING S.F.FOR 4

S.F. Zones and Segments	East Bay**Peninsula*				Marin*				TOTAL				East Bay** Peninsula*				Marin*				TOTAL			
	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T		
9151			26	26	16	16	42	42					24	24			9	9			33	33		
9152	7	7	75	75	23	23	105	105			36	36	90	90			54	54			180	180		
Total 915	7	7	101	101	39	39	147	147			36	36	114	114			63	63			213	213		
9161	23	23	47	47	56	56	126	126			23	23	113	113			64	64			200	200		
9162	25	25	75	75	28	28	128	128			25	25	91	91			35	35			151	151		
Total 916	48	48	122	122	84	84	254	254			48	48	204	204			99	99			351	351		
917			86	86	3	3	89	89					110	110			7	7			117	117		
918			8	8	6	6	14	17					12	12			6	9			18	21		
TOTAL 1 SECTOR 1	135	164	1953	2000	724	785	2812	2949			200	229	2258	2322			851	904			3309	3455		
921			23	23	6	6	29	29			14	14	23	28			16	16			53	58		
922			16	16			16	16					29	29			7	7			36	36		
923			2	2			2	2																
925			10	10	13	13	23	52			29	11	11	11			15	15			26	55		
927			2	2	3	32	5	34									29	29			29	29		
928			6	6			6	6					8	8							8	8		
TOTAL 2 SECTOR 2	0	29	59	59	22	51	81	139			14	43	76	76			38	67			128	186		

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\*\* Limited to Greyhound Bus passengers going to, from and through East Bay Area.



ENTERING S. F. FROM

LEAVING S.F. FOR

S.F. Zones and Segments	East Bay**Peninsula*				Marin*				TOTAL				East Bay** Peninsula*				Marin*				TOTAL			
	W	T	W	T	T	W	T	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T		
931	14	14	42	42	23	52	79	108	21	21	30	30	28	57	79	108								
932	2	2	30	30	21	21	53	53	2	2	30	30	21	21	53	53								
933			4	4	3	3	7	7			4	4	3	3	7	7								
934				29			29	29																
935				29			29	29			14	43			14	43								
936									7	7														
TOTAL SECTOR 3	16	16	76	134	47	76	139	226	30	30	78	136	52	81	160	247								
9411	2	2	46	46	28	28	76	76	4	4	48	48	28	28	80	80								
9412			20	20	78	78	98	98			22	22	28	28	100	100								
9413	21	21	36	38	14	14	71	73	21	21	22	24	28	28	71	73								
9414			9	9	10	10	19	19			2	2	3	3	5	5								
Other	941	21	64	64	24	24	109	109	21	21	66	66	24	24	111	111								
TOTAL 941	44	44	175	177	154	154	373	375	46	46	160	162	161	161	367	369								
942	14	21	36	36	81	95	131	152	14	21	72	72	110	110	196	203								
943			7	20	36	39	43	59					36	39	36	39								
944				7	29	29	29	36	29	29			58	58	58	120								
945			13	28			13	28			29	31	31	29	31	7								
946											7	7												
947			2	2	42	42	44	44			2	2	13	13	15	15								
948					14	14	21	21	7	7			7	7	14	14								
949	7	7	10	10			10	10			2	2			2	2								
TOTAL SECTOR 4	65	72	243	260	356	373	664	725	67	103	272	309	335	368	724	800								

\*Not limited to passengers originating or stopping in these areas.

\*\*\*Limited to Greyhound Bus passengers going to, from and through East Bay Area.



# ENTERING S.F.FROM

## LEAVING S.F.FOR

S.F. Zones and Segments	East Bay**Peninsula*				Marin*				TOTAL				East Bay** Peninsula*				Marin*				TOTAL			
	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T
951		54		69		10		10		64		79		94		109		10		10		109		119
953		6		6						6		6		11		11				29		11		40
954						29						29				29						29		29
955						7				7		7		7		7				29		7		36
956	29	29	13	15						42		44		29		29				29		29		31
TOTAL 5	29	29	73	90	17	46				119	165		58	58	112	129	10	68	180	255				
SECTOR																								
9612			6	6	7	7				13	13			6	6	9	7	7	13	13				
96131			2	2						2	2			9	9				9	9				
96132	14		28	28						42	42		14	43	37	37	7	7	58	87				
96133			28	28	36	36				64	64				26	26	7	7	33	33				
96134	7		52	52						59	59		12	12	53	53			65	65				
96135	2		12	12						14	14				14	14	29	29	43	43				
96136			9	9						9	9				18	18			18	18				
96137			8	8	7	7				15	15				8	8	7	7	15	15				
96138	9	9	16	16						25	25		2	2	21	21			23	23				
96139			4	4						4	4				4	4			4	4				
Total 961	32	32	165	165	50	50				247	247		28	57	196	196	57	57	281	310				
9622			9	9						9	9				9	9			9	9				
9623			2	2						2	2				2	2			2	2				
9624	7	36	10	68	58	58				75	162		7	36	23	110	58	58	88	204				
Total 962	7	36	21	79	58	58				86	173		7	36	34	121	58	58	99	244				

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 \*\*Limited to Greyhound Bus passengers going to, from and through East Bay Area.

No.	Name	Age	Sex	Occupation	Marital Status	Religion	Education	Income	Assets	Liabilities	Net Worth
1	John Doe	35	M	Teacher	Married	Catholic	High School	\$12,000	\$50,000	\$20,000	\$30,000
2	Jane Smith	28	F	Nurse	Single	Protestant	College	\$8,000	\$10,000	\$0	\$10,000
3	Robert Johnson	45	M	Engineer	Married	Jewish	University	\$15,000	\$75,000	\$30,000	\$45,000
4	Mary White	55	F	Homemaker	Married	Methodist	High School	\$6,000	\$20,000	\$10,000	\$10,000
5	William Brown	60	M	Retired	Married	Anglican	University	\$10,000	\$40,000	\$15,000	\$25,000
6	Elizabeth Green	30	F	Lawyer	Single	Buddhist	College	\$9,000	\$15,000	\$0	\$15,000
7	James Black	40	M	Doctor	Married	Muslim	University	\$18,000	\$80,000	\$40,000	\$40,000
8	Sarah Lee	25	F	Student	Single	Hindu	College	\$4,000	\$5,000	\$0	\$5,000
9	Michael King	50	M	Businessman	Married	Sikh	University	\$20,000	\$100,000	\$50,000	\$50,000
10	Linda Hall	42	F	Manager	Married	Christian	College	\$11,000	\$30,000	\$12,000	\$18,000
11	David Young	38	M	Artist	Single	Buddhist	High School	\$7,000	\$12,000	\$0	\$12,000
12	Jessica Taylor	22	F	Teacher	Single	Catholic	College	\$5,000	\$8,000	\$0	\$8,000
13	Christopher Evans	48	M	Engineer	Married	Protestant	University	\$14,000	\$60,000	\$25,000	\$35,000
14	Amanda Wilson	32	F	Nurse	Married	Anglican	College	\$9,000	\$18,000	\$0	\$18,000
15	Benjamin Moore	58	M	Retired	Married	Methodist	High School	\$8,000	\$25,000	\$10,000	\$15,000
16	Rebecca Scott	27	F	Lawyer	Single	Jewish	College	\$10,000	\$15,000	\$0	\$15,000
17	Gregory Adams	43	M	Doctor	Married	Muslim	University	\$17,000	\$70,000	\$35,000	\$35,000
18	Michelle Baker	33	F	Manager	Married	Hindu	College	\$11,000	\$28,000	\$11,000	\$17,000
19	Anthony Garcia	37	M	Artist	Single	Sikh	High School	\$6,000	\$10,000	\$0	\$10,000
20	Stephanie Perez	24	F	Teacher	Single	Christian	College	\$5,000	\$7,000	\$0	\$7,000

## ENTERING S.F.FROM

## LEAVING S.F.FOR

S.F. Zones and Segments	East Bay** Peninsula*				Marin*				TOTAL				East Bay** Peninsula*				Marin*				TOTAL			
	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T
963	36	108	50	57	64	64	121	229	65	159	50	64	35	64	35	64	150	287						
964	87	152	45	45	75	75	207	272	87	123	67	96	68	97	68	97	222	316						
965			7	7	36	36	43	43	7	7	36	36	36	36	36	36	79	79						
966	94	123	31	60	7	7	132	190	94	123	44	73	7	7	7	7	145	203						
967			58	107			58	107		7	58	107					58	114						
TOTAL 6	256	451	377	520	261	290	894	1261	288	541	485	693	261	319	261	319	1034	1553						
SECTOR																								
970	29	29					29	29	31	31					29	29	60	60						
9711			60	60			60	60			102	102					102	102						
9712			58	80			58	80			42	42					42	42						
97131	2	2	81	88	45	48	128	138	2	2	89	105	81	84	81	84	172	191						
97132			60	122	36	36	96	158			87	87					87	87						
Total 971	2	2	259	350	81	84	342	436	2	2	320	336	81	84	81	84	403	422						
972	55	121	151	193	31	31	267	345	85	92	211	242	41	77	41	77	337	411						
9731	9	9	45	110	3	3	57	122	13	13	38	96	2	2	2	2	53	111						
9732	7	7	25	29	3	3	35	39	14	14	39	45	3	3	3	3	56	62						
9733			26	26			28	28			26	28					28	28						
Total 973	16	16	98	167	6	6	120	189	27	27	105	169	5	5	5	5	137	201						
974	57	94	281	281	63	63	431	438	101	108	307	320	60	60	60	60	468	488						
975	29	29	44	86			73	115		29	44	86					44	115						

\*Not limited to passengers originating or stopping in these areas.

\*\*Limited to Greyhound Bus passengers going to, from and through East Bay Area.

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## ENTERING S.F.FROM

## LEAVING S.F.FOR

S.F. Zones	East Bay**Peninsula*				Marin*				East Bay** Peninsula*				Marin*				TOTAL			
	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T	W	T
<b>Sements</b>																				
976	67	67	224	255	19	77	310	399	96	96	311	340	19	19	426	455				
977	36	159	80	109	3	32	119	300	7	130	113	142	29	29	120	301				
978			61	90	29	29	90	119			63	70	29	29	92	99				
979			29	29			29	29			7	36			7	36				
<b>TOTAL</b>	<b>351</b>	<b>517</b>	<b>1198</b>	<b>1560</b>	<b>232</b>	<b>322</b>	<b>1781</b>	<b>2399</b>	<b>349</b>	<b>515</b>	<b>1481</b>	<b>1741</b>	<b>264</b>	<b>332</b>	<b>2094</b>	<b>2588</b>				
<b>SECTOR 7</b>																				
981		7	113	113			113	120			95	95		7	95	102				
982	65	65	79	79			144	144	94	94	79	105			173	199				
983	7	7	21	34			28	41			23	23			23	23				
<b>TOTAL 8</b>	<b>72</b>	<b>79</b>	<b>213</b>	<b>226</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>305</b>	<b>94</b>	<b>94</b>	<b>197</b>	<b>223</b>	<b>0</b>	<b>7</b>	<b>291</b>	<b>324</b>				
<b>SECTOR</b>																				
9911	2	2	6	6			8	8												
9912	10	10	37	37	47	47	94	94	4	4	27	27	59	59	90	90				
9913			262	275	46	46	308	321			374	376	52	52	426	428				
<b>Total 991</b>	<b>12</b>	<b>12</b>	<b>305</b>	<b>318</b>	<b>93</b>	<b>93</b>	<b>410</b>	<b>423</b>	<b>4</b>	<b>4</b>	<b>401</b>	<b>403</b>	<b>111</b>	<b>111</b>	<b>516</b>	<b>518</b>				
992																				
993	7	14	31	31	6	9	31	31	14	14	9	36	6	9	23	52				
<b>TOTAL 9</b>	<b>19</b>	<b>26</b>	<b>336</b>	<b>349</b>	<b>99</b>	<b>102</b>	<b>454</b>	<b>477</b>	<b>25</b>	<b>32</b>	<b>410</b>	<b>441</b>	<b>117</b>	<b>120</b>	<b>552</b>	<b>593</b>				
<b>SECTOR</b>																				
<b>TOTAL TRIPS</b>																				
<b>FOR PERIOD 1826 2571 11934 13571 4639 5356 18399 21498 2156 3032 13152 14929 5125 5972 20433 23933</b>																				
<b>I AM to JEM</b>																				

\* Not limited to passengers originating or stopping in these areas.

\*\* Limited to Greyhound Bus passengers going to, from and through East Bay Area.

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(Cont.)  
pg. 22



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# HISTORY OF PUBLIC TRANSIT IN SAN FRANCISCO 1850-1948

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HISTORY OF PUBLIC TRANSIT  
IN  
SAN FRANCISCO  
1850-1948

The Transportation Technical Committee of the Departments of  
Public Works, Public Utilities, Police, and City Planning.

City and County of San Francisco

June 1948



TRANSPORTATION TECHNICAL COMMITTEE

James H. Turner, Manager of Utilities, Chairman

Harry C. Vensano, Director of Public Works

T. J. Kent, Jr., Director of Planning

James C. Quigley, Deputy Chief of Police

100 LARKIN STREET, CIVIC CENTER

City and County of San Francisco





## F O R E W O R D

In the revision and development of the comprehensive Transportation Section of the Master Plan, the consultants and staff of the Transportation Technical Committee are undertaking an extensive program of research on many subjects affecting the plan for transportation in San Francisco.

Most of the findings of this research are technical and detailed, and are of interest and value only as applied to the planning problem at hand. Some, however, are of a nature to be of interest and value to general citizen groups and other public and private agencies.

The Transportation Technical Committee has published two such reports to date in limited quantities for general distribution: "Cordon Count Data for the Metropolitan Traffic District, October 1947," and "Origin-Destination of Persons Entering and Leaving San Francisco via Southern Pacific Railroad and Greyhound Bus, January 1948".

This report on the "History of Public Transit in San Francisco" is of general interest beyond its application to the purpose of this study. Consequently it has been written in a narrative style and is published by the Transportation Technical Committee so that it may be made available to the public. Personal credit for the report is due Roy S. Cameron who carried out the research and wrote the text.



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## I. BEGINNINGS OF TRANSPORTATION 1850-1860

Organized transportation in San Francisco became necessary when the population of the bustling port, swollen by the arrival of thousands of gold seekers, demanded something besides the carriage and buckboard of the livery stable to provide conveyance upon the muddy streets and through the drifting sand hills. Initial efforts at improving travel conditions were made in 1850 when a franchise of eight years duration was granted by the Board of Aldermen for the construction of a plank-paved toll road on Folsom and Mission Streets. The Mission Plank Road, three and a quarter miles from California Street to Mission Dolores, via Kearny, Third, and Mission Streets, bridging the Mission Swamp, was opened for traffic in the spring of 1851. (1) Folsom Street was similarly planked, the swamp being filled with sand in this case. The tolls charged for use of these roads ranged from twenty-five cents for a horse and rider to one dollar for a four-horse team.

In 1852, when the population of the city was estimated at between 36,000 and 42,000 (2) the first regular transportation facilities were established when an omnibus line linking the post office at Kearny and Clay Streets with Mission Dolores, via Kearny, Third, and Mission Streets, began operation, known as the "Yellow Line. The fare charged was fifty cents on week-days and one dollar on Sundays, with service operating on a thirty minute headway. (3) Two years later the Yellow Line inaugurated a second line to Mission Dolores by way of Folsom and Sixteenth Streets, and in 1855 began operation on a ten

- (1) Subsidence and the Foundation Problem in San Francisco, a Report of the Subsoil Committee of the San Francisco Section, American Society of Civil Engineers, Sept. 1932, p. 24.
- (2) Soule, Frank, Annals of San Francisco (New York and San Francisco: D. Appleton and Company, 1854), p. 413.
- (3) Arnold, Bion J., Report on the Improvement and Development of the Transportation Facilities of San Francisco, (S.F., 1913), p. 411.



minute headway between Third and Townsend Streets and Meigg's wharf. The fare charged on the latter route was fifteen cets at first, but was reduced to ten cents upon the entrance of opposition omnibus companies into the field. In the same year that the Yellow Line established its North Beach line the Presidio was linked with the post office by omnibus operation running upon a headway of one hour.

Competition in the supposedly lucrative field soon developed with the entrance of the "People's" or "Red" Line, operating parallel routes to those of the Yellow Line, one to Mission Dolores, the other a crosstown route connecting North Beach and South Park. The eventual effect of this was the reduction of all fares to a standard ten cents. (1) From 1857 to 1862 further omnibus lines were established and routes were expanded to a considerable extent. In 1862 the Red Line showed receipts of about \$66,000 and operating expenses of \$50,000.

The omnibus, an enlarged version of the stagecoach seating about eighteen persons, including the seats on the top, was hauled by either two- or four-horse teams. Omnibus drivers were not highly paid, by our standards, receiving \$2.50 for a twelve-hour day.

Conveyances of this sort soon proved entirely inadequate as the population of the city soared to 56,835 in 1860. (2)

- (1) Arnold's Report, p. 412
- (2) The San Francisco City Directory, 1863, compiled by Henry G. Langley p. 4





## II. THE HORSE CAR PERIOD 1860-1873

### Operations and Service

In 1857 the State Legislature granted a franchise to Thomas Hayes and associates to build a street railway on Market and Valencia Streets from California Street to Mission Dolores. Thus, the San Francisco Market Street Railroad Company, the city's first incorporated transit organization, was formed, one of its objectives being to aid in the development of the tract of land owned by the projector of the company known as Hayes Valley, bounded by Van Ness Avenue, Market, Haight, Pierce and Turk Streets. (1) As the franchise required the railroad both to grade and repair the streets it operated upon, grading of Market Street was begun in 1859. This required a number of cuts to be made through the succession of sand hills then extending along the entire length of Market Street from Third Street to Hayes Valley.

On the Fourth of July, 1860, the first experimental horse car trip was made. However horses proved to be inadequate due to the shifting of the sand hills along the route and the Legislature amended the franchise to allow the operation of steam dummy power. (2) Keeping sand off the tracks proved to be one of the numerous difficulties encountered by the company until "brush" or scrub was employed as a thatch to cover and hold the sand.

(3) As a measure of economy the cuts had been made as narrow as possible.

- (1) Kahn, Edgar M., Cable Car Days in San Francisco (Stanford University Press, 1940), p. 11. From the copy of a letter of Frank McCoppin, an executive of the company.
- (2) Langley's City Directory, 1861, p. 34
- (3) Kahn, Cable Car Days, p. 11.



By 1863 the main line had been extended to the waterfront and to Twenty-fifth and Valencia Streets, operating upon a headway of thirty minutes. The Hayes Valley branch line was put in operation in 1861, employing one-horse car equipment on week-days and steam dummies on Sundays and holidays. (1) This line ran along Hayes Street as far as Laguna Street where Hayes Pavilion was erected.

The franchise granted the Market Street road limited speed to eight miles per hour, and the fare charged was five cents when two or more passengers were paid for or ten cents for a single passenger, ten cents being the smallest coin in circulation. (2)

In 1864, however, a Court decision allowed all the companies to raise their fares to four tickets for twenty-five cents, the amount of the Federal tax being added to the original five-cent fare. In spite of its then imposing layout and equipment the original Market Street Railroad Company operated at a loss, and was soon sold to the owners of the San Francisco San Jose Railroad (3), the steam road built in 1863 to connect San Francisco and San Jose. At a later date both systems were sold to the Southern Pacific interests. Although the operations of the company proved unprofitable due to the sparseness of population in the outlying valleys, it materially aided in the opening up of these areas. Assessor's records of the time show that the value of property along the line was enhanced as much as 300%. (4)

With the advent of the Market Street Railroad traffic on the omnibus lines was heavily reduced, and the two largest of these, the "Red" and the "Yellow" lines, applied for and received franchises in 1861 to operate horse cars over their old routes.

(1) Langley's City Directory, 1861, p. 507; an advertisement of the Market Street Railroad Company.

(2) Arnold's Report, p. 422.

(3) Kahn, Cable Car Days, p. 11.

(4) Langley's City Directory, 1861, p. 34



(1) The Omnibus Railroad Company, formerly the "Red" Line, operated two main lines; one, known as the "City Route", ran from the foot of Third Street to Powell and Union Streets via Third, Howard, Second, Market, Sansome, Washington, Stockton and Union Streets; the other line, or "Mission Route", ran from Third and Market Streets to Mission Dolores by way of Third and Howard Streets. (2) There was also a small branch line running between Sansome and Stockton on Washington and Jackson Streets. To maintain service on its 10.7 miles of single track the company operated 24 cars with eight more in reserve, employed 90 men and 140 horses. (3) Extensions were shortly made, on Howard to Twenty-sixth Street, and on Powell to Bay Street.

The main rival of the Omnibus Company was the North Beach and Mission Railroad Company, incorporated in 1861 and a successor to the old "Yellow" Line. It, too, had its "City Route" and its "Mission Route" closely paralleling the lines of the Omnibus road. The crosstown service consisted in 1863 of two routes: the westernmost running from the south end of Fourth Street along that street to Market, thence along Dupont, Geary, Kearny, Broadway, and Mason Streets to Union, later extended to Francisco. A more easterly route connected with the preceding line at California and Kearny Streets as well as at Fourth and Folsom, traversing California, Battery, First, and Folsom Streets. The "Mission" line started at California and Montgomery Streets, and ran along California, Battery, First, and Folsom Streets to 26th Street, where the "Willows" race course stood. (4) From thirty to forty cars, running on a five-minute headway, were operated on the North Beach and Mission's ten miles of single track. (5)

The steadily mounting population of San Francisco, reaching 94,000 in 1863, clearly demanded an expansion of transit facilities, and by 1870 four

- (1) Arnold's Report, p. 412
- (2) Langley's City Directory, 1861, p. 34
- (3) Langley's City Directory, 1863, p. 26
- (4) Ibid., p. 27; also Kahn, Cable Car Days, p. 15.
- (5) Loc. Cit.



more horse car railways were in operation, some in direct competition with the older concerns, others extending into as yet unserved territory.

The Central Railroad Company, incorporated in 1861, operated its "zigzag" line from the Ferry at the foot of Vallejo Street along Davis, Washington, Sansome, Bush, Dupont (Grant Avenue), Post, Stockton, Geary, Taylor, Sixth, and Brannan Streets to the Mission Creek Bridge at Eighth and Brannan. From Taylor Street it ran its Lone Mountain branch line out Turk, Fillmore, and Post Streets to Cemetery (Presidio) Avenue. As the main line traversed the city's most thickly settled section the company became quite a prosperous one. (1) The apparently circuitous route did not seem to deter patrons less in a hurry to arrive at their destination than those of a faster-moving age. Yet, service over a route closely following the Central Railroad's old zigzag line continued till, an anachronism of the past, it was abandoned in the early 1930's. It was the desire to stifle competition which led to the formation of these circuitous routes. By occupying only a few blocks of a number of streets rival companies were easily discouraged from affording effective service. (2) The fact that such routes involved an unnecessary number of turns thus slowing service considerably apparently had no effect upon their popularity in the horse car days.

To carry patrons to the popular resort, Woodward's Gardens, at Thirteenth and Mission Streets, the City Railroad Company was incorporated in 1863. Originally operating from Second and Mission Streets along Mission to Fourteenth Street, it was soon extended to the Ferry terminus and out to Twenty-sixth Street. This Company also had its "City Route", running from 14th Street along Mission, Fifth, Market, and Dupont to Bush Street. With

(1) Arnold's Report, p. 414.

(2) Young, John P., San Francisco, A History of the Pacific Coast Metropolis (San Francisco and Chicago, 1912) II, 760.







its fast service due to the use of one-horse or "bobtail" cars the City Road had a reputation as the best run railway in the City. (1)

Included among the many franchises granted at this time, but which were not followed by any construction or operation, was one granted in 1863 to Abner Doble and others giving the right to construct a tunnel through Russian Hill on the line of Broadway Street from Mason to Hyde or Larkin Streets. It was required that the tunnel "shall not be less than twenty feet in width by 16 in height in the center." The same gentlemen were at the same time granted the right to lay down a railroad from Fort Point to Stewart and Folsom Streets. (2) Thus, the need for a Broadway Street Tunnel was recognized at that early date, yet it was to take 85 years before effective action would be taken to provide convenient communication through the Russian Hill barrier.

In 1863, also, a steam railroad was put into operation between Mission Dolores (later Market and Valencia Streets) and the city of San Jose. The three counties of San Francisco, San Mateo, and Santa Clara had granted \$600,000 to the San Francisco San Jose Railroad Company to construct the line and begin operation. Until 1868 when the Board of Supervisors prohibited the use of steam on Market Street occasional trains of the San Jose Road continued along that thoroughfare to deposit passengers at the present site of the Palace Hotel. (3)

The Front Street, Mission and Ocean Railroad Company, forerunner of the Sutter Street Road, was incorporated in 1863 and obtained a franchise to operate a horse car line from Broadway and Battery Streets to Broadway and Polk via Battery, Sutter, and Polk Streets, with a branch line from Sutter and Larkin along Larkin to Ninth and Mission Streets. Operation did not commence until 1866 when six green<sup>20</sup> passenger cars went into service over

(1) Langley's City Directory, 1875, p. 21.

(2) Langley's City Directory, 1863, p. 27.

(3) Arnold's Report, p. 422.



the steep Sutter Street grade. The road proved a profitable one, and extensions in service followed. Under an agreement with the City Railroad in 1870 Sutter Street cars were allowed to continue from Ninth and Mission out Mission Street to Woodward's Gardens, while the bobtail cars of the City Road were given the use of Sutter Street tracks from Dupont to Sansome. (1) The following year the Sutter Road extended its lines to Lone Mountain from the Bush and Polk Street Junction over Bush, Fillmore, California, and Cemetery Avenue to Point Lobos (Geary) and Cemetery (Presidio) Avenue. A small branch line operated on Pacific Avenue from Polk to Divisadero Streets. At the same time an extension was put into operation to serve the outlying district of Harbor View (the present Marina). This line ran from Polk and Vallejo Streets along Vallejo, Octavia, Union, Steiner, Greenwich, and Baker Streets to Harbor View. Steam power was used at first over this route when the company found that this mode of power was cheaper than both horse, and later, cable power. (2) Twelve years after its entry into the street railway field the Sutter Street Railroad operated 15-2/3 miles of double track employing 51 cars and 68 horses, and was judged the most profitable in the city, excepting the Valencia Street line of the Market Street system. (3)

Expansion of transit facilities into the outlying areas was vital to the growth of the city, and, in spite of many natural barriers, iron rails were soon pushing out into the less-populated districts. In 1866 an expensive line was built by the Potrero and Bay View Railroad Company to serve the Bay View racecourse as well as the surrounding district. This line ran from Post and Montgomery Streets via Post, Dupont, Market, Fifth, Bluxome, Fourth, Kentucky (Third) Streets, and Railroad Avenue (Third Street) to Thirty-fourth Avenue in South San Francisco (Bay View). By lease with the

(1) Langley's City Directory, 1875, p. 22.

(2) Langley's City Directory, 1877-78, p. 19.

(3) Kahn, Cable Car Days, p. 23.



Market Street Railroad it also was allowed the use of Market Street from Fifth Street to the Oakland Ferry. (1) The great cost of constructing two mile-long bridges across Mission Bay and Islais Creek, as well as the deep excavation through Potrero Hill, was deemed sufficient reason for the State Legislature to permit the fare to be raised on this line to three tickets for twenty-five cents, with an extra fare being collected below Islais Creek. Despite this privilege the Potrero Line did not prove profitable.

With a population estimated at 110,100 in 1865 further extensions of service were in order, and in 1868 the legislature granted franchises to the Market Street Railroad to construct a line on McAllister Street from Market to Laguna Street, and on Market from Valencia to Castro. (2) This latter service was first operated as a steam-dummy line, until converted to cable at a later date. (3)

The year 1875 marked the crest of the wave for the horse car, which would soon give way before the advance of the cable. At that time there were eight railway companies in the city (including the Clay Street cable) operating a total of 220 cars upon 80 miles of track and employing 700 men and 1700 horses.

(4) The importance of the horse car during the beginnings of San Francisco's growth can be gained from this rather ebullient contemporary account: (5)

"If streets and avenues are the city's arteries and veins, the horse car is the most vital corpuscle that circulates through them. Indeed, without the horse car the business and social circulation in the outer portions would diminish to positive stagnation, if it did not wholly cease. But for the horse car the population would pack itself into an unhealthy density in and about all those quarters most devoted to manufacture, trade and leading occupations, and

(1) Langley's City Directory, 1877-78, p. 20.

(2) Bion J. Arnold's Report, p. 415.

(3) Root, Henry, Personal History and Reminiscences, with Personal Opinions on Contemporary Events, 1845-1921 (S. F., 1921), p. 49

(4) Langley's City Directory, 1875, p. 20

(5) Loc. cit.



large cities would presently suffer from a social or civic 'congestion of the heart.' It is hardly too much to say that the modern horse car is among the most indispensable conditions of modern metropolitan growth. It is to a city what steam-cars and steamship lines are to a State or Country."

The horse car lines that penetrated the sand-dunes and the marshes soon found that settlement was close behind. Transportation first furnished as an accommodation to a few "pioneers" was soon converted into a necessity as the out-lying suburbs became more populated.(1) Generally speaking, the horse car companies proved profitable. In 1874, 27 million passengers afforded gross receipts of \$1,350,000. (2)

### Fares

In spite of the active competition of the early street railways the fares charged remained relatively constant. The original franchise to the Market Street Railroad specified a ten-cent single fare or five tickets for twenty-five cents. The companies soon succeeded in raising the fare to four tickets for twenty-five cents when a Court decision allowed them to add the amount of the Federal tax. The high construction costs of the Potrero and Bay View Line led the legislature to allow three tickets to be sold for twenty-five cents on this route only, with an extra charge to Bay View racecourse. A rate war was started in 1872 when the City Railroad cut its fare to six tickets for 25¢ and the Omnibus and the North Beach and Mission lines were forced to follow suit. During this time as many as eight tickets were sold for twenty-five cents, until an agreement was reached in 1873 and fares were restored to five for a quarter dollar. Once again, in 1875, the fare structure was changed when all lines but the Clay Street cable raised their fares, without public notice, to four tickets for 25¢. This action brought forth a violent protest from the citizenry, and finally in 1877 Senator McCoppin introduced a bill in the State Legislature fixing the fare at five cents for all lines. (3) Free

(1) Young, San Francisco, I, 413.

(2) Langley's City Directory, 1875, p. 20.

(3) Arnold's Report, pp. 422-423.



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interline transfers were issued by all companies.

### Rolling Stock

A variety of types of rolling stock was employed by the horse car companies. The large 20-passenger 2-horse cars were used principally on the Market Street, Omnibus, and the North Beach and Mission roads. These required both a driver and a conductor to collect the fares, so that a considerable saving was achieved when the City Railroad introduced its one-man cars. In these light 14-passenger "bobtail" cars a box was placed for the passengers to drop the exact fare. The driver kept a sharp eye upon those entering the car and warned the negligent patron by ringing the "reminding" bell. (1) Other roads also equipped themselves with the popular one-horse "bob-tail" cars, but the Sutter Street Road employed the distinctive "balloon" car, an invention of Henry Gasebolt. This was a light 14-passenger car necessary for the Sutter Street Hill which was provided with a patented device allowing the car body to be turned upon its truck, thus eliminating the use of the turntable at terminal points. The crews of the slow easy-going horse cars were as much abused group, judging from the twelve to fifteen hours worked per day, for which they were paid the sum of \$2.50. (2) The lament of the horse car employee was directed against both the irate and outraged patron and the companies who spied on him and fined him for minor infractions. "A cruel and barbarous rule prevails.... of compelling both conductor and driver to stand while on duty—even the privilege of reclining against the dashboard being a forbidden luxury." (3)

Before leaving the horse car to its demise before the ever-advancing march of progress a passing tribute may be made to the motive power employed by this mode of transportation. The treatment accorded their horses by the street

(1) Lloyd, B. E., Lights and Shades in San Francisco (S.F., 1876), p. 176.

(2) Ibid., p. 178

(3) Loc. cit.

THESE THINGS ARE NOT TO BE TAKEN AS A WARNING TO THE FUTURE BUT AS A WARNING TO THE PRESENT. THE FUTURE IS IN THE HANDS OF GOD AND WE ARE NOT TO WORRY ABOUT IT. WE ARE TO WORRY ABOUT THE PRESENT AND TO DO OUR BEST TO MAKE IT A BETTER ONE.

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(2) Ibid., p. 178

(3) Loc. cit.



railways was harsh in most cases. A contemporary account vividly describes the plight of the patient beasts "Cars, the weight of which alone are sufficient loads for the thin, trembling animals that draw them are jammed and crammed with passengers. With oft-repeated reminders from the driver.... the willing brutes exert their utmost strength, and stumbling and staggering over the cruel cobble-stone pave, or straining and surging for a firm foothold on the slippery road, they plod along as best they may, hour after hour, until from sheer inability to proceed they are relieved from duty." (1)

So, not only did the passing of the horse car bring about a more efficient form of transportation in San Francisco but the sight of senseless cruelty was banished forever from the city's streets.

(1) Loc. cit.



### III. CABLE RAILWAY PERIOD 1873-1891

#### Operations and Service

The steep grades which the rectangular street pattern imposed upon San Francisco proved utterly impossible of negotiation by the horse car. Consequently, the summits of the city's many downtown hills were but dreary waste areas. Only the very wealthy could reside upon the hill tops, and some means of effectively surmounting with mass transit vehicles the many hills was a vital necessity for the future expansion of the city. Thus, it was fitting that a San Franciscan, Andrew S. Hallidie, should perfect the means that would conquer the previously insurmountable grades. He developed the idea that a traveling wire rope would be able to pull passenger cars up the hillsides, and although people generally scoffed at his plans, he succeeded in convincing three San Francisco business men to furnish the necessary funds to construct the projected cable line up the slopes of Clay Street from Kearny to Jones Street. (1)

On August 1, 1873 the first car and dummy ascended the hill and a mile-stone in transportation history was achieved. No longer would the hill-tops remain devoid of population, for the real estate boom was on, and a wild scrambling for both summit lots and for further cable franchises took place. The Clay Street line was constructed at a cost of \$68,000 per mile of single track and proved profitable immediately, the monthly net earnings averaging \$3,000. Shortly after the inauguration of the line it was extended to Leavenworth Street and later still to Van Ness Avenue as the expansion of population caught up with it. (2) From the western terminus of the cable line a horse car line ran out to First Avenue and Golden Gate Park. (3)

- (1) Kahn, Cable Car Days, p. 31.
- (2) Young, San Francisco, p. 576.
- (3) Langley's City Directory, 1875, p. 21





The success of the Clay Street Cable induced the already established horse car lines to convert their routes to the newer and faster type of motive power, but the changeover was not precipitate, the horse car remaining upon the San Francisco scene until it finally found its resting place among the ashes of the fire of 1906. The North Beach and Mission lines never changed to cable, but adhered to the older mode of propulsion until the development of electric motive power.

The Sutter Street Road was the first of the older companies to convert, placing cables upon its Sutter Street hill between Sansome and Larkin Streets in 1876. The cable line was sandwiched between horse car lines at either end, horses being hitched to the cable cars at Larkin Street for the continuation of the journey, thus obviating the necessity of changing cars at that junction point.(1)

In the same year Leland Stanford headed a group of prominent capitalists, including many owning mansions on Nob Hill, and formed the California Street Cable Railroad Company, obtaining a franchise to operate a cable railway on California Street from Kearny Street to First Avenue. Construction of the roadbed for the projected line was a first-class piece of work, no wood whatsoever being employed, and everything used being produced on the Pacific slope, but for the steel rails, specially designed by Henry Root, which were manufactured at the Camria Works of Johnstown, Pennsylvania. (2) Operation was commenced in 1878 on California Street from Kearny to Fillmore, employing twenty-five 16-passenger cars, and twenty-five 18-passenger dummies. The following year the line was extended to Cemetery (Presidio) Avenue. The new cable railway's hill-climbing route proved very popular and a bitter rivalry ensued between it and the Clay Street Road. In 1884 Stanford sold his interest in the company, but retained, through the Southern Pacific Company, con-

(1) Langley's City Directory, 1877-78, p. 18.

(2) Ibid., p. 17; and Root, Personal History, p. 50.



trol of the Market Street system.(1) It was not till 1891 that the California Street line was extended from Kearny to Market Streets. Up to this time this portion of the street was traversed by the five-foot gauge tracks of the North Beach and Mission horse car line. An agreement between the two concerns provided for the reconstruction of the road-bed and the laying of six rails thus enabling operation of both the five-foot gauge horse cars and the three-foot six-inch gauge cable cars. (2) This arrangement remained in effect till the fire of 1906, after which horse car service was discontinued.

The success of the first cable lines induced many new concerns to enter the profitable field. With a population of 233, 950 in 1880 San Francisco was growing at a great rate and expansion was the order of the day. Six new companies went into operation and many extensions of service by the older companies were made in the next ten years.

The Presidio was linked with the downtown area in 1880 when the Presidio and Ferries Railroad Company commenced operation, using a combination of horse, cable, and steam dummy power. Beginning at Montgomery Street and Montgomery (Columbus) Avenue the line ran along Union Street to Steiner where connections with the steam cars to the Presidio were made. (3)

During the same year a cable line was constructed along Geary Street from Kearny to Central (Presidio) Avenue, from which junction point Golden Gate Park could be reached by a steam dummy line on Point Lobos and First Avenue. (4) Both the foregoing companies were operating on twenty-five year grants, while practically all the others had availed themselves of fifty-year franchises in 1879. (see Franchises)

- (1) Kahn, Cable Car Days, p. 57
- (2) Report on California Street Cable Railroad Company, California
- (3) Railroad Commission (S.F.; 1942), p. 5.
- (3) The Bay of San Francisco, A History, The Lewis Publishing Co, Chicago 1892, I, 338.
- (4) Root, Personal History, p. 78.

and to the extent that the same is not  
 covered by the provisions of the law, the  
 same shall be governed by the provisions of the  
 law of the State of New York, in so far as  
 the same may be applicable to the same.  
 The provisions of the law of the State of  
 New York, in so far as they may be  
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 be a part of the law of this State, in so  
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With his accustomed thoroughness Leland Stanford accomplished the conversion to cable of the Market Street system beginning in 1883, at a cost of \$1,750,000. (1) Due to the rapid growth of the city westward the company had provided numerous extensions to its far-reaching service. Just prior to the conversion the following lines were operated: 1) The Market-Valencia route, between the Ferry terminus and 28th Street; 2) The Haight Street branch, from Market to Stanyan Streets; 3) The McAllister Street line, from Market to Stanyan via McAllister, Central, and Fulton; 4) The Hayes Valley branch, from Ninth and Market Streets via Hayes, Laguna, McAllister, Fillmore, Golden Gate Avenue, Steiner to O'Farrell and Divisadero Streets; and 5) The steam line on Market from Valencia to Castro Streets. (2) All these services were changed to cable beginning in 1883, and the Hayes Street line was straightened out, terminating at Stanyan Street.

During the Seventies a start had been made in the reclamation of the sandy wastes extending west of Stanyan Street from which the spacious Golden Gate Park was to emerge. Just as early transit lines had been built to serve popular resorts and amusement parks such as the "Willows", Hayes Park, and Woodward's Gardens, so, too, the cable lines provided service to San Francisco's newest recreation area. Up till this time the Ocean Beach had been served by Concord stages running along Point Lobos Road ( Geary Boulevard) from the junction point at Central (Presidio) Avenue. (3) But this tedious and uncomfortable mode of travel proved inadequate to handle the throngs patronizing the amusement resorts which were beginning to crop up along the beach.

Accordingly, the Park and Ocean Railroad Company was formed in 1883 to provide this service. Operating as a steam line, it ran from Haight and Stanyan Streets along "H" Street (Lincoln Way) to and along the Beach to the

(1) Ibid., p. 59

(2) Root, Personal History, p. 58.

(3) Kahn, Cable Car Days, p. 61.

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## Cliff House. (1)

Another line which attempted to serve patrons of another resort area but which had a very short and unprofitable existence was the Telegraph Hill Railroad which commenced operation in 1884 on the steepest roadway in the world--the Greenwich Street hill. Walter's pavilion, constructed at the summit, together with the single track railroad, were abandoned after two years of unsuccessful operation. (2)

The North Beach district was further joined to the downtown area in 1885 with the construction of the Powell Street Railroad system. It consisted of two lines, one running from Powell and Market to Taylor and Bay Streets via Powell, Jackson, Mason Streets, Montgomery (Columbus) Avenue and Taylor; the other from the Ferries to Central Avenue by way of Sacramento and Clay, Washington and Jackson. In 1887 the Powell Street Railroad and the Clay Street Hill Road were merged to form the Ferries and Cliff House Railroad Company, and a steam line was established from the junction at California and Central Avenue out California Street to 33rd Avenue and around Land's End to Point Lobos Avenue near the Cliff House and Seal Rocks. (3) This route provided impetus to the opening up of the vast area of sand hills extending west of Central Avenue. The Sacramento Street line was successively pushed westward first from Central Avenue to Walnut Street, and then to Golden Gate Park, via Lake Street and Sixth Avenue. (4) The use of one-way routing on adjacent streets was employed by this company on its Washington-Jackson and Sacramento-Clay lines. This was necessitated by both the narrowness of the downtown streets and by the attempt to prevent competing roads from operating on adjacent streets.

The conversion to cable by the Market Street system forced its prin-

- (1) Young, San Francisco, II, 579
- (2) Kahn, op. cit., p. 63.
- (3) Root, Personal History, p. 64.
- (4) Arnold's Report, p. 417.





incipal competitor, the Omnibus Railroad, to also dispense with its horse cars and to extend its service, floating a \$2,000,000 bond issue to finance the expansion. In 1890 its far-flung system consisted of the following routes: 1) a crosstown line from Third and Townsend Streets along Third, Montgomery Street, Montgomery Avenue, Pacific, Stockton and Union Streets, Montgomery Avenue and Mason Street to Beach; 2) a second crosstown line from Tenth and Brannan Streets to Post and Montgomery Streets via Tenth, Polk, Grove, City Hall Avenue, Leavenworth and Post Streets; 3) a Park service from Ellis and Market to Oak and Stanyan by way of Ellis, Broderick, and Oak Streets; 4) an Oak Street branch from the Ferry Terminus to the Park via East (Embarcadero), Howard, Tenth, Market, and Oak Streets; and 5) a Potrero line extending from the Ferry to 22nd and Potrero Avenue via East, Howard, and 22nd Streets, from which point horse cars ran to South San Francisco. (1) Bitter competitive warfare was waged between the Omnibus Road and the Market Street system which finally led to the consolidation of 1893.

Four years prior to the latter date the Market Street and Fairmount Railroad Company, a subsidiary of the Market Street Railway, inaugurated cable service on Castro Street, from Market to 26th Streets.

The last major cable installation was the Hyde Street crosstown line of the California Street Railroad in 1891. It ran from Hyde and Beach Streets to Jones and Market Streets, traversing Russian Hill on Hyde Street, Pine and Jones Streets, with a connection east on O'Farrell from Jones to Market. (2)

### Franchises

The granting of franchises to street railway companies permitting the use of certain streets for the operation of public conveyances was not a city privilege till 1870. Until then the State Legislature performed this action, exacting certain minor requirements, such as speed limitation of eight miles

(1) Bay of San Francisco, I, 338.

(2) Report on California Street Cable Railroad, 1942, CRS, p. 5.



per hour, fare limitation of  $6\frac{1}{2}$  cents, and the payment of an annual car license fee of \$50 per car. City franchises retained most of these, the maximum fare becoming five-cents in 1878. During the Seventies the conferring of a franchise was not regarded as the granting of a valuable privilege, as it came to be later. The great popular desire to expand which prevailed in those early years of growth caused the projector of new transit lines to be treated as a public benefactor deserving all possible assistance. With such a state of mind prevailing franchises were granted with a lavish hand and with little thought given to the providing of effective transportation. (1) When the Central Railroad requested extension of its franchise for its notorious zigzag routes in 1879 it was granted without question, although it could not be stated that the public interest was being best served.

In 1879 a fear swept the railway operators that the new State Constitution adopted that year would result in a city charter being framed which would be more restrictive concerning the granting of future franchises. Consequently, new franchises and extensions of old ones were granted by the Board of Supervisors in wholesale lots. Every street railway company in the city obtained 50-year extensions, except for the Presidio and Ferries, and the Geary Street Roads. This accounted for the great number of franchise expirations occurring on the lines of the Market Street Railway and the California Street Railroad in 1929. The easy terms of the city franchises remained in effect until the new city charter of 1900 went into effect.

In order to insure the repair of streets upon which railway companies operated the Board of Supervisors in 1880 passed an order requiring the roads to "grade or regrade to the official grade, plank or replank, pave or repave, macadamize or remacadamize, or to repair that portion of the roadway

(1) Young, San Francisco, II, 577-78.



of any street" upon which franchises were held. The railways were responsible for the upkeep of the space occupied by and between rails, between tracks, and for a distance of two feet on either side of the tracks. (1)

The plethora of franchises awarded during the late Seventies included many upon which no work had ever been done, being obtained merely to block others from using the streets. To correct this situation the Board of Supervisors in 1890 "cancelled, repealed, annulled and vacated" all franchises granted prior to January 1, 1882 upon which no work had been commenced. (2)

### Rolling Stock

The variety of equipment employed by the horse car companies was matched by the different types of cars devised and used by the cable car operators. In the belief that the steep grades would make long or heavy cars impracticable the early cable lines, such as the Clay Street and the Sutter Street, employed trailers hauled by dummy cars carrying the grip and brakes. Originally, the dummies were for the gripmen only, but later seats were added for passenger use, being placed longitudinally on the sides and in the front, leaving the central space for the gripman and machinery. (3) Trailers had a seating capacity of eighteen, and dummies sixteen, the latter proving quite popular with fresh air-loving San Franciscans. "Trains" of this sort survived successive improvements in rolling stock until the last one was retired in 1929 when the Pacific Avenue line was finally abandoned. However, the popularity of the outside seats caused later car designers to include an open section in their larger and heavier equipment.

In 1883 the Market Street Cable Railroad combined the features of the trailer and dummy in its composite cars--half open, half closed. Ten years later the same company built new cars of the same single-end type at a

(1) San Francisco Municipal Reports, 1891-92, Appendix, p. 241

(2) Ibid., p. 243.

(3) Young, San Francisco, II, 576.

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cost of \$2,000 each. (1) These cars, weighing 11,000 pounds each, employed double trucks and both track and wheel brakes, the forward wheel brakes being operated by a foot lever, and the rear track brakes by a hand lever. This type of equipment which remained the standard cable car of the United Railroads till 1906, required turntables or loops at the termini of its routes.

In order to eliminate the cumbersome turntables the California Street Railroad developed its 11,200-pound 34-passenger double-enders. These were provided with open air seats both in front and rear with a closed section in the center. This "California" type car proved both a popular and economical one, as it served as model for the first electric cars, and influenced the design of the later Municipal and United Railroads equipment. (2)

The increasing number of accidents involving cable cars, especially at intersections on the steep hillsides, caused the Board of Supervisors in 1882 to require all such cars to carry bells or gongs. The order further stated that "it shall be unlawful for the...driver... of any street car, train of street cars, grip car or dummy...to approach any street crossing... within a distance of twenty-five feet without ringing a bell or sounding a gong, which bell or gong must be rung or sounded until said street car, train (3) of street cars, grip car or dummy shall have passed over said street crossing."

#### Influence of the Cable Car on the City's Growth

Just as the horse car had been hailed the wonder of the transportation world in its day the cable car received similar accolades following its introduction on San Francisco's steep hills. Up till this time the population trend had been toward the south of Market Street, it being believed that the hilly barriers to the north and west would permanently bar important settle-

(1) Arnold's Report, p. 425.

(2) Arnold's Report, p. 426.

(3) San Francisco Municipal Reports, 1891-92, Appendix, p. 242.







ment in those regions. The coming of the cable car, however, changed this trend and not only led to the populating of the hills but led the way into the valleys beyond. While the early railways had concentrated their routes in the area south and east of Market Street the first lines of the cable car period were almost exclusively in the district to the north and west. Central Avenue and Stanyan Street were the westernmost termini of the cable routes and served as junction points for the steam lines to the beach. Thus, the entire width of the city area had been spanned by rails in this period and the way was opened for the settlement of the regions traversed.

In 1890, the city's population of 298,997 was served by ten cable car companies, operating 600 cars upon 55 miles of double track, and employing 1500 men. During the year the five-cent fare had brought in \$3,500,000 in gross receipts.(1) In addition there were still some 25 miles of horse car lines.

(1) Bay of San Francisco, I, 339.

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#### IV. ELECTRIFICATION AND CONSOLIDATION 1891 - 1912

##### Operations and Service

The appearance of the electric trolley upon the transportation scene did not produce in San Francisco any precipitate rush to substitute it for the older method of cable traction. Although proven successful in the East and elsewhere in the State electrification of the transit lines was held back due to early opposition to the use of overhead trolleys, and to the reluctance of the Market Street system to scrap its extensive cable plant. (1)

In 1891 San Francisco's first electric line went into operation, the San Francisco and San Mateo Railroad Company. Its initial route ran from Steuart and Market Streets along Steuart, Harrison, Fourteenth, and Guerrero Streets, San Jose Avenue, Chenery Street, San Jose Avenue to the county line, later to be extended to the cemeteries, thence to Burlingame and San Mateo. (2) A branch line was established along Harrison, Eighteenth, Clayton, and Waller Streets to Golden Gate Park, the famous "switchback" line along the shoulder of Twin Peaks. This meandering trolley line was destined to become the prime money-loser of the Market Street Railway. (3) In fact, the entire electrified system of the San Francisco and San Mateo operated at a loss and was purchased by the "Baltimore Syndicate" in 1900 for \$1,200,000, forming the nucleus of the soon to be formed United Railroads system. (4)

Popular antipathy to the overhead trolley had led the Board of Supervisors in 1891 to prohibit the operation of such type electric lines in the downtown area. (5) The success of the electric systems of New York and Washington employing an underground trolley, as well as the sentiment favoring the

(1) Young, San Francisco, II, 761.

(2) Root, Personal History, p. 78

(3) Wilcox, Delos F., San Francisco's Street Railway Problem, submitted to Hon. John J. O'Toole, City Attorney for the City and County of S. F., 1927, p. 200

(4) Arnold's Report, p. 420.

(5) San Francisco Municipal Reports, 1891-92, Appendix, pp. 243-244.

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"City Beautiful", produced such popular opposition to the Market Street system's later overhead proposals that the company was prevented from converting its main lines till after the disaster of 1906.

In 1892, however, the above-mentioned order was rescinded in order to allow the Metropolitan Railroad to put in operation an overhead trolley line from Market Street to Golden Gate Park, taking a rambling route via Eddy, Hyde, O'Farrell, Scott, Fell, Baker, Page, Clayton, Waller, Cole, Carl, and "I" Streets to Ninth Avenue and "H" Street (Lincoln Way). (1) In 1894 this road was purchased by the Market Street Railway Company.

The previous year the first great consolidation of street railway companies had been achieved by the Southern Pacific interests controlling the Market Street Cable Railroad. The competitive warfare between the latter system and the Omnibus company led the owners of the latter concern to believe that they would be unable to pay dividends following payment of bond interest and willingly sold out to Stanford and his associates, who had previously acquired the capital stock of most of the other roads. (2) Only five traction companies remained independent of the merger--the San Mateo, the Sutter Street, the Geary Street, the California Street, and the Presidio and Ferries Roads. Unification brought about some realignment of the old routes, but generally the same pattern was maintained, including the zigzag, corkscrew, and parallel lines of competitive days.

In 1895 Adolph Sutro, desiring a five-cent fare to his Sutro Baths at the Beach, built a line from Geary Street and Presidio Avenue, along Presidio, California Street, Parker Avenue, Euclid Avenue, Clement Street, 33rd Avenue, and Point Lobos Avenue to Sutro Baths, with a branch line along Eighth Avenue from Clement to Golden Gate Park. As the venture was unprofitable Sutro sold it to the Sutter Street Railway Company. (3)

(1) Root, Personal History, p. 76.; and Arnold's Report, p. 418.

(2) Root, Op. cit., pp. 75-76.

(3) Arnold, Op. cit., p. 418. -21-

After carefully reading the report, I have decided to give it my

personal approval, and I have no objection to its being published.

Very truly yours,  
J. H. P. [Signature]

It is my pleasure to acknowledge the receipt of your letter of the

10th inst. and to inform you that the same has been forwarded to the

proper authorities for their consideration. I am, however, unable to say

what result will be reached, as the matter is still under consideration.

I am, Sir, very respectfully,  
Yours,  
J. H. P. [Signature]

and the pleasure of the Board is hereby expressed.

The Board has also decided to give the same its full consideration.

and I have no objection to its being published.

Very truly yours,  
J. H. P. [Signature]

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The Board has also decided to give the same its full consideration.

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The proposals of the Market Street Railway to put in an overhead trolley system replacing its cable routes met with great popular disapproval, especially as regards Market Street itself. The feeling of irritation against the company was furthered by the practice of the concern in maintaining irregular horse car service on the outer tracks of lower Market Street to prevent the possible granting of a franchise to a rival line. The company then came forward with plans of erecting ornamental trolley poles, surmounted by arc lamps which would make Market Street a scene of brilliance at night, but even these alluring offers were of little avail against the popular will and the wide thoroughfare remained free of wires till 1906. (1)

Prior to that date, however, a second consolidation of street railway companies occurred. Brown Brothers, a banking house of New York acting for eastern interests, succeeded in purchasing the entire capital stock of the Market Street Railway in 1902, combining this with the Sutter Street and the San Mateo Roads, also purchased, to form the United Railroads Company. Thus, except for the Geary Street, the California Street, and the Presidio and Ferries Railroads, all transit service in San Francisco was under one management. (2) The combined system consisted of 229 miles of single track employing some 900 cars, mainly cable. A total of 124,600,555 revenue passengers patronized the company's lines in 1903.

The United Railroads followed the policy of its predecessor in urging the installation of overhead electric lines on Market Street. However, popular desire remained in favor of the underground trolley and opposition developed when the company converted other thoroughfares to the overhead. One of these was the famed "zigzag" route of the old Central Railroad, which had successfully survived the horse car-cable changeover, and which was now electrified in virtually its original routing. (3)

(1) Young, San Francisco, II, 762.

(2) Root, Personal History, p. 77

(3) Young, op. cit., II, 764.





Trackage operated by the consolidated United Railroads differed but little from that of the former independent companies, although a few minor abandonments and some straightening of corkscrew routes occurred. In the decade preceding the merger a number of extensions of service had been accomplished. These included the extension of service on Fulton Street to the Beach; the lengthening of the Mission Street line to Daly City; and the establishment of a number of spur lines off Mission, including Cortland Avenue; Onondaga and Ocean Avenue; 22nd and 24th Streets to Hoffman; Bosworth Street; and a line on Sunnyside Avenue from San Jose Avenue. New crosstown lines inaugurated during the Nineties included the Fillmore and Sixteenth Streets route and the Divisadero and Mission Streets service. The ten years following brought forth even less new service although the growth of the city demanded it. In 1907 franchises were obtained for the operation of a line crossing the heart of the Sunset District on Twentieth Avenue from Lincoln Way to Sloat Boulevard, and for branch lines in the Parkside District on Taraval Street from 20th to 33rd Avenues and thence to Sloat Boulevard. Service on the latter thoroughfare was established linking the Beach with Mission Street via Sloat, Junipero Serra Boulevard, Ocean Avenue and Onondaga Street. Mission Street and Railroad Avenue (Third Street) were connected near the County line by the running of a single track line on private right of way beginning at Geneva Avenue and Mission. In 1911 a further penetration of the Sunset District occurred when a carline (#6) was extended from Parnassus and Third Avenue to Ninth and Pacheco via Judah Street and Ninth Avenue. (1) The only other extension of note was the laying of tracks in 1910 on Gough Street from McAllister to Market Streets, which was employed by a cross-town line (#23) running from Divisadero and Sacramento to Mission Street via Sacramento, Fillmore, McAllister, Gough, and Valencia Streets. (2) This brought an end to

(1) Wilcox, San Francisco's Street Railway Problem, p. 73.

(2) Ibid., p. 72.

1871. The first of these is the "The History of the County of York,"

which is a valuable work, and is the only one of the kind.

1872. The second is the "The History of the County of York,"

which is a valuable work, and is the only one of the kind.

1873. The third is the "The History of the County of York,"

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1882. The twelfth is the "The History of the County of York,"

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1883. The thirteenth is the "The History of the County of York,"

which is a valuable work, and is the only one of the kind.

1884. The fourteenth is the "The History of the County of York,"

which is a valuable work, and is the only one of the kind.

1885. The fifteenth is the "The History of the County of York,"

the expansion of routes by the United Railroads until 1918 when as a war measure a revocable permit was granted the company to operate a carline on Army Street from Potrero Avenue to Third Street to accommodate workers at the Union Iron Works. (1)

Between 1900 and 1910 the population of San Francisco increased from 342,782 to 416,912, but expansion of its transit facilities was commencing to taper off to the point where portions in the south and west of the city were virtually isolated for want of transportation, causing people to settle elsewhere in the Bay Area. The new City Charter of 1900 and amendments of the following years imposed restrictions upon the granting of new franchises and announced the policy of eventual municipal ownership of public utilities. (see Franchises) The private company apparently felt it inadvisable under such conditions to extend its lines, especially as extensions into out-lying districts are usually non-paying for a number of years following inauguration. (2)

On April 18, 1906 the earthquake and subsequent fire laid waste to downtown San Francisco and caused the cessation of all street car operations. Car barns and equipment had gone up in flames, rails had been twisted out of shape, poles and wires were grounded. Almost immediately, however, the roads set to work cleaning up the debris and resuming some sort of service. Within a week the United Railroads succeeded in putting the Fillmore Street line back into operation but it took seven months before service was completely reestablished. The California Street Railroad was especially hard hit, salvaging but one car from the conflagration. Not till July 1908 was that transit company back to full-scale operation.

The popular resentment against installation of over head electric wires was dissipated by the great disaster and there was general approval of

(1) Wilcox's Report, p. 99.

(2) Arnold's Report, p. 330.



the announcement that the United Railroads would electrify the great majority of its routes.(1) Within the year all its lines except the Castro Street, Powell Street, and the Sacramento-Clay cables became electric-powered as new equipment was bought from Easter car makers.

### Franchises

At the turn of the century the city "locked the barn door after the horse had been stolen" in the matter of granting franchises. The easy terms of former years which had aided in the great development of transit facilities had stemmed from popular indifference as to the value of franchises until a mounting tide of opposition to some of the practices of the Market Street Railroad led to the tightening of requirements in the granting of future franchises. Following the new City Charter of 1900 which declared for ultimate municipal ownership and forbade the granting of exclusive franchises, the amendment of 1902 reduced the term of future grants to 25 years; provided for regulation of service, rates and operation, and for payment of three to five per cent of gross receipts to the city; as well as for reversion of fixed property to the city upon expiration of the franchise. In 1910 further amendments gave the city the right to purchase at a fair price any services provided by future franchises, and also fixed the minimum wages for employees at \$3.00 per eight-hour day.(2) The latter provisions were occasioned by the labor disputes between the carmen's union and the United Railroads. (see Labor Unrest) The result of these restrictive measures was to limit severely transit expansion by private interests, the new terms discouraging investment in service extensions. Following the consolidation of 1902 the United Railroads applied for and received only five major franchises (those covering the Gough Street, Judah Street and Ninth Avenue, Twentieth Avenue and Parkside, Loat Boulevard, and the Geneva Avenue extensions). (3) Following 1911 the

(1) Young, San Francisco, II, 846.

(2) Arnold's Report, p. 428.

(3) Wilcox's Report, pp. 72, 73, 71, 64, 126.



company refrained completely from extending its services (except for the permit secured for operating the Army Street line in 1918).

### Rolling Stock

The first electric trolleys of the San Mateo Road were modeled directly from the "California" type cable car, possessing open sections at each end having longitudinal seats facing outward. At first both track and wheel brakes were installed on these cars, but the latter were later dispensed with. The Metropolitan Railway employed the same type of equipment, which remained the standard model for electric trolleys until the United Railroads introduced a heavier and larger modified "California" type car in 1905. This 42-passenger trolley substituted cross seats for the longitudinal in the open sections, but retained the "combination" feature. (1) The first departure from the traditional "California" type occurred following the fire of 1906 when the United Railroads, spending \$12,000,000 for the complete rebuilding of its track and for the purchase of new equipment, had constructed in Eastern plants 249 44-passenger all-closed "box-cars" at the cost of \$12,000 each. (2) In 1911 eighty prepayment cars also of "box-car" design were introduced, and the company began converting its older rolling stock to the prepayment type, extending platforms and removing bulkheads. Up till this time conductors had collected the fares by passing through the car, but as the equipment became longer and the loads heavier, many fares were missed. Prepayment cars provided fare boxes at the rear platform for the deposit of fares upon boarding. Return to the "California" type combined with prepayment features occurred in the early Municipal Railway and the United Railroads cars of 1912.

Cable lines remaining in operation employed 34- and 36- passenger "California" type cars on California, Castro, and Sacramento Streets; 29-passenger "single-enders" on Powell Street; and obsolete "trains" on Pacific

(1) Arnold's Report, p. 426.

(2) Martial Davoust, "Sight-Seeing in San Francisco," Modern San Francisco pub. by Western Press Association, San Francisco, 1907.

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Avenue(1) 1906 saw the final demise of the horse car and the steam dummy.

### Labor Unrest

During this period occurred the first serious manifestations of conflict between the street railways and their employees. The \$2.50 wage for a ten-hour day's work which had prevailed during horse car days continued to be the standard rate of pay for operating personnel of the cable and electric roads. With the consolidation of 1902, however, employees of the various lines were organized into a union and suddenly tied up the system prior to the date of formal transfer. The fear had been expressed that the United Railroads meant to replace its personnel with new men at lower wages, but actual demands upon the company were for a wage increase and the payment of time and a half for work in excess of ten hours daily. The strike lasted but seven days, during which all types of vehicles were impressed into service, before the railroad acceded to the requests. (2)

There were no further troubles until 1906 when a demand was made by the union for the granting of a wage of \$3.00 per day and eight hours work, it being charged by the employees that "in view of the increased rentals which in some cases have forced our men into refugee camps, the request for a readjustment of wages was not unreasonable." Although the United Railroads declared that the carmen were obtaining higher wages than those of similar employment in the East, both it and the union agreed to submit the dispute to arbitration after the strike had lasted ten days. The award, submitted in March 1907, provided for a 25% increase in wages for conductors and motormen, but retained the ten-hour day. (3)

In April 1907 the employees of the California Street Railroad struck and were successful in obtaining from the management a two-cents an hour wage

- (1) Arnold, op. cit., p. 211.
- (2) Young, San Francisco, II, 878.
- (3) Ibid., II, 879-880.



increase.(1)

The foregoing events proved to be but minor skirmishes preceding the bloody and brutal 131-day strike beginning May 5, 1907. The union's demands were for a wage of \$3.00 for an eight hour day which were categorically refused by the company. During the 131 days violence of an extreme type was resorted to by both disputants, resulting in the death of three men and the wounding of 29 others in riots. Strike-breakers were recruited by the trainload in Eastern cities and set to work operating the cars. In retaliation the striking carmen attempted to burn the company's car barns, and to attack the cars, their platform men, and their passengers. A total of 3,529 car windows were shattered by thrown missiles and much other property damaged. The strike, however, was successfully broken by the company, the union abandoning its efforts on September 15, 1907 when the railroad had 1450 men at work, including 245 who had left the union to be taken back by the company.(2) The losses sustained by both parties were very great. The strike had cost the strikers roughly \$600,000 in lost wages, and other union workmen had been taxed \$12.50 each for their support. The company suffered a loss of about \$1,000,000 in earnings, its gross earnings falling off from \$5.9 million in 1906 to \$4.7 million in 1907. The turbulent events above described led to the Charter amendment of 1910 limiting minimum wages and maximum hours to \$3.00 per eight-hour day in privately owned public utilities, but exempting municipal employees from the provisions. (3)

#### Effect of Electrification and Consolidation upon San Francisco

A study of the transit map of 1912 shows that the pattern of routes as determined by the early horse car and cable operations was but little disturbed by either conversion to electricity or by the consolidation of the

- (1) Kahn, Cable Car Days, p. 96.
- (2) Young, San Francisco, II. 339.
- (3) Arnold's Report, p. 420



majority of lines under one management. Extensions of existing lines in all directions occurred, further opening up for development the outlying districts. There was some straightening of routes in the Western Addition (on Turk, Eddy, Ellis, and O'Farrell Streets), but corkscrew routes remained in the downtown area, and the pattern of parallel lines of competition days were not disturbed. Thus, the concentration of facilities "south of the slot" dating back to the Sixties had cars running on every street between Market and Brannan, and on all the numbered streets between First and Tenth, except for Seventh Street. This condition was also developed north of Market Street, with service established on every east-west street between and including Sutter and Turk Streets, and extending from Market to Divisadero Streets (except for Post, which was used between Montgomery and Leavenworth only). As opposed to these areas of concentration were the many districts served either inadequately or not at all, being virtually isolated. These included the North Beach, Harbor View, Potrero, and the Outer Mission districts, all the regions west of Twin Peaks, and the Sunset and Parkside areas of huge extent. Service of a sort had been established to the last named districts, but connections with the downtown area were by long roundabout means only. It was recognized that to open up adequately the isolated regions rapid and convenient transportation was mandatory, and to achieve this tunnels through the natural barriers would be necessary. Among the proposals were a Twin Peaks Tunnel to serve the Sunset and Rancho San Miguel (West of Twin Peaks); a Mission-Sunset Tunnel under Buena Vista Heights; a Stockton Street Tunnel for North Beach traffic; and to open up Harbor View tunnels under Broadway, Fillmore, and Divisadero Streets.(1) There was real fear among citizens that failure to develop these projects would cause home-seekers to go elsewhere in the Bay Area, where transportation facilities were more adequate. Due to the disposition of the United Railroads against the expansion of its services, it became apparent that only the city itself could make the necessary transit extensions into the outlying areas.



## V. MUNICIPAL OPERATION AND EXPANSION 1912 - 1948

### Prelude to Municipal Ownership of Transit Facilities

The movement to take over the Geary Street road and to operate it as a municipal enterprise began when a court decision in 1896 prevented the Board of Supervisors from extending the franchise of that company which was to expire in 1903, it being decreed that such grants could not be extended prior to one year before the date of expiration. The growing feeling of popular discontent and antagonism to the activities of the Market Street Railroad and later the United Railroads stemming from the overhead dispute, the abuse of franchise conditions, the antipathy toward both "S. P." and later "Eastern" interests, and the labor policies of the United Railroads, all served to fan the flames in favor of the city entering the field of transit operation.

The City Charter adopted in 1900 declared for ultimate municipal ownership of public utilities, but no attempt was made to immediately acquire all the privately owned roads--indeed, such a move was virtually impossible, there being no purchase clause in the franchises at the time giving the city the right to buy existing property at any time. However, the restrictive features of the charter amendments of 1902, 1907, and 1910, upon the granting of future franchises virtually barred further expansion of service by private capital, therefore making it mandatory for the city to furnish this vitally needed action, for it was estimated that fully one-third of the city lay unpopulated in 1912 through the lack of the necessary public services--both railways and water. The excellent residential sites to the south and west of the city lay as waste areas while home-seekers went elsewhere in the Bay Area. (1)

On December 2, 1902 the first effort was made to acquire the Geary Street line and to convert it to municipal electric operation when a \$700,000

(1) Arnold's Report, pp. 3 and 11.







bond issue was placed before the people. In order to attract popular support it was proposed that the cable slot be utilized to carry the underground trolley, thus eliminating the use of still unpopular overhead wires, and that the excellent roadbed be retained and the finest rolling stock obtainable would be used to give the best service in San Francisco. Despite these promises the measure failed to receive the necessary two-thirds vote, (15,071 For; 11,331 Against). (1)

Just prior to the expiration of the Geary Street franchise in November 1903 another election was held, this time the amount being \$710,000, but results were identical (14,351 in favor to 10,790 against). At both these elections only one-third of the city's registered voters went to the polls, an indication of the general apathy toward the proposals.

Following the franchise expiration the Geary Road operated at the city's sufferance, under a lease arrangement, paying a portion of gross receipts to the municipal treasury. Although its equipment was poor, and the cable moved slowly, the line was well patronized, especially during the United Railroads' strikes.

In 1906 a budget appropriation of \$325,000 to be employed in rehabilitating the Geary Street line under municipal auspices was diverted instead to the reconstruction of streets and buildings destroyed in the earthquake and fire.(2) The following year an attempt to utilize \$720,000 as a budget appropriation for a similar purpose was declared invalid by the courts.

Victory for the proponents of municipal operation of the Geary Street line was achieved in 1909, when, following the defeat of a \$1,950,000 bond issue proposal in June by a margin of 203 votes, a measure authorizing \$2,020,000 in bonds was carried in December, (28,000 to 7,000). Attempts to

(1) Young, San Francisco, II, 764.

(2) S. F. Public Utilities Commission Report, 1932-33, p. 205.



declare the successful bond issue invalid were frustrated by both Superior and Supreme Court decisions in 1910.

Construction began in the summer of 1911 with the battering ram breaking up the Geary Street roadbed, and the following year municipal operation was inaugurated, when, with Mayor James Rolph, Jr. at the controls, the first city-owned car began regular service on Geary Street, December 28, 1912.

### Operations and Service

Beginning in 1912 transit extensions were to be almost exclusively a city enterprise, expansion being for the most part along lines of development rather than competition.

The initial Geary Street line in 1912 ran from Kearny Street to Thirty-Third Avenue (Line "B"), and also to Golden Gate Park along Tenth Avenue (Line "A"). Because of the desire to run the cars to the Ferries the city attempted to reach an agreement with the United Railroads allowing joint use of the outer tracks on Market Street, the private company holding the franchise from Sansome Street to the waterfront. However, this led to a great deal of legal wrangling. The original franchise of the Sutter Street Railroad allowed for horse car service on the outer tracks, and when the United Railroads converted to electricity following the fire the city successfully prevented this obvious benefit to the public from being put into operation on the Market Street stretch, passengers being compelled to transfer from electric to horse cars on lower Market. The company, on its part, refused to allow municipal cars to operate on the outer tracks, but later, a compromise proposal was effected by which the city agreed to electrification of the outer tracks by the United Railroads in return for the right to operate its own cars on these tracks. (1) In 1913 this agreement was ratified by the electorate in a referendum election and later in the same year service linking Ferries with

(1) Young, San Francisco, II, 921.

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the Beach via Market, Geary, 33rd Avenue, Balboa Street, 45th Avenue, and Cabrillo Streets was in operation.

The districts of the city in most urgent need of improved transit facilities were Harbor View (Marina) and North Beach. This was especially imperative at this time because of the holding of the Panama-Pacific International Exposition in 1915 on a site encompassing the northern portion of Harbor View and the Presidio. (1) In 1912 the only routes serving the proposed site were the Presidio and Ferries electric line on Union Street, and the Fillmore Street Hill balanced cable way, both encountering grades of the most severetype. The bottom lands of Harbor View were surrounded by a very steep barrier, including the Presidio Hills to the west, Pacific Heights to the south, and Russian Hill to the east. Except for the boring of tunnels the only fairly level avenues of entrance into the district available for transit lines were the Van Ness Avenue saddle from the south, and the Bay Street saddle from the east. (2) Accordingly, the city made plans to establish adequate service into Harbor View and North Beach, beginning with the acquisition of the Presidio and Ferries Railroad facilities upon the expiration of its franchise in 1913. This line linked the Presidio with the Ferries, operating on the Embarcadero, Washington and Jackson Streets, Columbus Avenue, Union Street, Larkin, Vallejo, Franklin, Union, and Baker Streets.

In the same year a proposal authorizing a \$3,500,000 bond issue for extensions of municipal lines was carried by a majority of 37,670. In 1914 the level routes to the Exposition grounds were utilized for street car service, and a tunnel under Stockton Street served to bring the North Beach area more rapid service to the downtown area.

The wide thoroughfare of Van Ness Avenue was converted to transit use

(1) Arnold's Report p. 49.

(2) Arnold's Report p. 55.



with operation from Market Street to the Exposition site along Chestnut Street. Later in the year the Potrero Avenue line penetrated the Mission District extending from 11th and Market Streets to 25th and Potrero, to be lengthened to Army Street in 1917. Thus, an effective crosstown service (Line "H") to the Exposition site was provided.

The downtown area was given direct service to the Fairgrounds when the Stockton Street line commenced operation in December 1914 from Market and Ellis Streets to Chestnut and Scott Streets via Stockton Street and tunnel, Columbus Avenue, North Point Street, Van Ness Avenue, and Chestnut Street. At the same time the Van Ness Avenue line began operation into Fort Mason, the Laguna Street terminus serving the eastern entrance to the Exposition.(1)

During 1915 the following lines serving the Exposition were in operation: "D"--Ferries to Presidio via Geary, Van Ness and Union; "E" --Ferries to Presidio via Columbus Avenue and Union; "F" --Market and Ellis to Chestnut and Scott via Stockton, Columbus Avenue and North Point; "H"--25th and Potrero to Fort Mason via Van Ness; "I"-- 33rd Avenue to the Exposition via Geary and Van Ness ( operating on Sundays and holidays only); and "J" --Ferries to Exposition via Columbus Avenue. The last two routes were discontinued after the Fair in 1916.

In 1915 also, service was established (Line "C") from the Ferries to 33rd Avenue and California Street via Geary, Second Avenue, Cornwall and California Streets, the United Railroads rerouting its cars from California to Clement Street from Sixth to 33rd Avenue and thence around Land's End.

Thus, in three years' time the Municipal Railway had grown rapidly, serving 42.6 miles of single track in 1915 with 197 cars, and carrying a total of 40,248,126 revenue passengers in the fiscal year of 1915-16, almost double the load of 1914. (2) For comparison the United Railroads carried

- (1) Report of S. F. Public Utilities Commission, 1932-33, p. 206.
- (2) Report of Muni. Ry., 1913-14; 1915-17.



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161,694,655 revenue passengers in 1915, the Exposition year, a drop of nine million from the previous year.

With adequate service provided Richmond, Marina, North Beach and Potrero Districts the city turned its attention to the Mission, West of Twin Peaks, and Sunset. In 1917, following years of legal argument with the United Railroads, operation from 30th and Church Streets to Van Ness and Market was begun (Line "J"). The competitive aspect of this line was most distasteful to the private company which already operated lines on Twenty-ninth to Noc, and on 24th to Hoffman Avenue, as well as on Guerrero. The validity of this judgment was made apparent by the profits it turned in for the city. In 1922 it was the second best money-maker of the system. (1)

The desire to penetrate the area west and south of Twin Peaks was not a competitive one but rather a wish to open up for development the vast stretches isolated from the downtown district by unsurmountable barriers. It was obvious that only by tunneling through the mountain could any sort of rapid, convenient service be possible. Thus a tunnel extending from Castro and Market Streets to West Portal Avenue and Ulloa Street, 11,920 feet in length, was constructed, and street car operation commenced in February 1918 at first running from Bush and Van Ness to Sloat Boulevard, but later in the year extended (together with Church Street line) to the Ferries, outside tracks being constructed on Market between Van Ness Avenue and Kearny Street. In 1919 the Market Street line ("K") was extended to the Ingleside District following an agreement with the United Railroads allowing joint use of its tracks on Junipero Serra Boulevard and Ocean Avenue, the municipal cars using them from Sloat Boulevard to Brighton Avenue, terminating the route at Brighton and Grafton Avenues. (2)

(1) Report of Muni. Ry., 1921-22.

(2) Report of S. F. Municipal Railway, 1918-19.



This initial service west of Twin Peaks was followed in 1919 by the establishment of a shuttle service (Line "L") from the west portal of the tunnel to 33rd Avenue by way of Ulloa, Fifteenth Avenue, and Taraval Street, employing the tracks of the United Railroads between 20th and 33rd Avenues. (1)

To give the districts of Eureka Valley and Forest Hill the benefit of rapid transit through the Twin Peaks tunnel stations were established at these points where the only stops on the tunnel line were made.

The Municipal Railway pioneered in the use of gasoline buses in San Francisco, employing them on feeder service serving districts where track construction was not yet warranted. In 1918 and 1919 two routes were established, one (#1) traversing Golden Gate Park from Tenth Avenue and Fulton Street, terminus of the Geary-Park line ("A"), to 25th Avenue and Irving Street, via Ninth Avenue, Judah Street, 15th Avenue and Irving; the other (#2) extending from the terminus of the Geary line ("B") at the Beach along the Great Highway to Sloat Boulevard. (2) However, no further bus service was established till 1926.

The city-owned system had grown in ten years, running 197 street cars on 63.12 miles of single track, as well as eight buses on 10.8 miles of route (round trip.) 59,065,588 fare-paying passengers were carried in 1922, but the road was now operating chronically at a loss. The extensions into sparsely settled territory after 1917 were not profitable from an operational point of view but were to prove essential in the development of the outlying areas. A net loss of \$116,806.29 was sustained in 1918-19, the first time the lines had not shown a profit since 1913. This condition was to prevail until 1933-1934 (except for 1927-28). On the other hand the Market Street Railway (successor to the United Railroads under the reorganization of 1921) was operating quite profitably, showing a net income of \$1,372,193 in 1924.

(1) Report of S. F. Municipal Railway, 1918-19.

(2) Ibid., 1919-20.



The cost of establishing lines and acquiring equipment up to 1922 had cost the city \$7,250,000, of which \$5,750,000 had been derived from bond issues and taxes and \$1,500,000 from earnings. Nearly \$1,250,000 from earnings had been used for the retirement of bonds, leaving a net debt in that year of \$4,500,000.(1)

Already, in 1922, the use of the private automobile was recognized as a factor in reducing patronage and in congesting the streets. (2)

In 1923 the Taraval Street line ("L") was extended to the Beach and service through the Twin Peaks Tunnel was inaugurated, thus providing fast through service for the Parkside District with the downtown business area.

No further expansion occurred until 1925 when the "M" shuttle line was put into operation from St. Francis Circle along Nineteenth Avenue, Worcester, Randolph and Broad Streets to Plymouth Avenue, serving the isolated Ocean View District.

A third bus line was established in 1926 serving St. Francis Wood and Westwood Park running from St. Francis Circle along Monterey Boulevard to Edna Street. A fourth bus route was put into operation the same year along the Embarcadero from the foot of Hyde Street to the Southern Pacific Depot at Third and Townsend Streets. By arrangement with the State Board of Harbor Commissioners the latter body agreed to make good any annual losses sustained by this line up to \$18,000 per year, the route being established to provide necessary public service to the harbor area. Use was made of this proviso, the line operating at a loss until the fiscal year of 1937-38, although no transfers were issued or accepted. (3) The agreement was terminated in 1945.

The Sunset District was given added service after prolonged appeals for improvement. In 1927 the terminus of Bus Route 1 was extended out Irving

(1) O'Shaughnessy, M. M., The Hetch Hetchy Water and Power Project, the Muni. Ry., and other Notable Civic Improvements of S.F., 1922, p. 19.

(2) Ibid., p. 18.

(3) Report of S. F. Public Utilities Commission, 1937-38.



Street to La Playa, and the following year street car service replaced the coach route with a line through the newly constructed Sunset Tunnel under Buena Vista Heights. This route ran from the Ferries to the Beach via Market Street, Duboce Avenue, Sunset Tunnel, Carl, Irving, Ninth Avenue, and Judah Streets, and for the first time provided adequate service between the Sunset and downtown districts. (1) This was the last trunk-line to be established by the Municipal Railway, and from this time on further extensions were to be made by motor and trolley coach operation.

In 1927 Bus Route 3 was extended to Forest Hill Station and two years later it was consolidated with Bus Route 1, which now became the longest coach route in the city, operating through outlying residential districts and performing a distinct service in the development of the areas. Following the abandonment of the Geary-Park car-line ("A") on Tenth Avenue in 1932, Bus Route 1 replaced it on that street. Running from California and Tenth Avenue and thence along Tenth Avenue, across Golden Gate Park along Ninth Avenue, Judah Street, Seventh Avenue, Laguna Honda Boulevard, Portola Drive, Miraloma Drive, Plymouth Avenue and Monterey Boulevard to Enda Streets, it effectively linked Richmond, Sunset, Forest Hill and Westwood Park districts. (2)

In 1928 a short feeder bus line serving the Marina District went into operation from the terminus of the "F" carline at Chestnut and Scott Streets to Marina Boulevard. By 1929 the city-owned railway was operating 19.46 round trip miles of coach routes, roughly three times the length of Market Street Railway bus-lines.

No further extensions were made till 1936, but in 1933 the money-losing Bus Route 2 was abandoned. This action, together with the discontinuance of the Geary-Park trolley line in 1932, was deemed necessary to reduce

(1) Financial Report of S. F. Municipal Railway, 1928-29.

(2) Ibid., 1929-30; also 1932-33.





operating expenses as the system operated at a deficit of \$608,569 in the fiscal year of 1932-33, the worst in its history. The effects of the nationwide business depression and the competition of the private automobile combined to decrease patronage. In 1933 only 56,465,074 revenue passengers were carried by the municipal system, the lowest number since 1920, and compared to 72,117,638 in 1929. The Market Street Railway was equally effected with but 151,249,076 fare-paying passengers being transported in 1933 compared to 195,035,250 in 1929. From 1932 through 1941 the private concern was to operate at a loss until war conditions artificially lifted it out of the red. (1)

The extensions made by the Market Street Railway in the period between 1912 and 1933 can be briefly described: two street car lines and four bus routes were added to the system in that time. A number of abandonments of service were also accomplished. In 1918 tracks were laid on Army Street under terms of a revocable permit to supply the Union Iron Works with transit facilities, and in 1932, following the election of 1930 which approved the granting of a 25-year operating permit in return for its old franchises, service was established on Balboa Street to Thirtieth Avenue in direct competition with the municipal Geary Street line. (2) The new line proved profitable, resulting in reduced receipts for its rival. (3) Of the four new coach routes established three were in the Outer Mission District. In 1926 a service in the Crocker-Amazon Tract was inaugurated running from Silver Avenue and Mission Street along Naples to Geneva Avenue to Cordova and Baltimore Way. The following year Mission Street and San Bruno Avenue were linked by a bus line on Silver Avenue. In 1932 the Southern Heights area was given service by a route running from 16th and Bryant Streets to 23rd and Wisconsin. The same year a short-lived shuttle line in the outer Sunset was established on Twenty-fifth

- (1) Financial Report of Market Street Railway, 1929, 1933, 1941.
- (2) Ibid. 1931, 1932.
- (3) Report of S. F. Public Utilities Commission, 1932,33, p. 210.



Avenue between Lincoln Way and Noriega.

A few long-delayed abandonments occurred during the period. In 1927 the North Central Improvement Association paid the company \$18,000 to stop operating on Montgomery Street, the old cars rattling along the "Wall Street of the West" proving to be nuisances of the first order. (1) Soon after, the remainder of the Tenth and Montgomery line (#37), the old corkscrew route of the Omnibus Road, passed into oblivion, to be followed by its companion zigzag line, the Sixth and Sansome (#34). In 1929 the Pacific Avenue cable line, bravely running its tiny dummy cars to the end, was discontinued, long after its days of usefulness were over. At the finish it was costing four times as much as it earned. The other losing cable line, the Castro Street, was kept in service until 1941, when it was replaced by motor coach operation. Of the 41 street and cable car lines operated by the Market Street Railway in 1927, 22 of them were losing money, ranging from an annual deficit of \$5,489 to \$40,370, yet little effort was made to reduce expenses by consolidating and scrapping inefficient routes. The big money losers were largely in the South Side and cross-town groups, namely: the 18th and Park (#33); Eighth and 18th (#30); Sixth and Sansome; Bryant Street (#27); Guerrero Street (#26); 10th and Montgomery; Visitation Valley (#39); Fillmore and Valencia (#23); Mission and Richmond (#24); Fillmore Street (#22); San Bruno Avenue (#25); Divisadero Hill; Harrison Street (#28); Howard Street (#35); and Folsom Street (#36) lines. By 1941, stimulated by years of deficit operation, the company scrapped seven of these and others were scheduled for coach replacement. The concern's best paying routes in 1927 were the McAllister (#5); Valencia (#9); Sutter (#s 1, 2, 3); Third (#s 15, 16, 29); Polk (#19); Ellis and O'Farrell (#20); Mission (#s 14, 18); Hayes (#21); and Haight Street (#s 6, 7, 17) lines. (2)

(1) Wilcox's Report, 1927, p.203.

(2) Ibid., p. 176.



By comparison the municipal system's car lines generally showed some profit in 1929, the money-gainers being the Geary Street ("B"), Judah Street ("N"), Market Street ("K"), Church Street ("J"), and Geary-California Street ("C") lines, while the Union Street ("E"), Van Ness-Potrero Avenue ("H"), and the motor coach routes brought in the least receipts. (1)

In order to centralize the administration of various public services the Public Utilities Commission was established in January 1932, and the Municipal Railway was transferred to its jurisdiction from that of the Board of Works.(2)

In March 1932 both transit organizations instituted skip-stop operation in the outlying districts. This resulted in an increase of schedule speed on municipal lines from 9.8 miles per hour to 10.16 miles per hour, and a saving was made in power costs.(3)

Between 1935 and the consolidation of 1944 the municipal system added 43 miles of motor coach routes and 6.8 miles of trolley coach operation. The greater portion of this mileage was in the form of feeder lines in inadequately served areas. Eureka Valley was provided with service (Bus Route #6) in 1935, running from the Eureka Valley Station of Twin Peaks Tunnel to Diamond and Clipper Streets via Eureka and Diamond Streets. The southern terminus was extended in 1939 to Duncan Street, and thence to 25th and Church Streets, and in 1943 to 24th Street and South Van Ness. (4)

Motor coach operations in the fiscal year of 1937-38 showed a deficit of \$85,646 but due to the increase in fare granted the Market Street Railway and to the opening of the Golden Gate International Exposition in 1939 net profits for the entire city-owned system jumped to \$392,275 in the fiscal year of 1938-39, and to \$324,981 in the following year. From earnings new equipment

(1) Financial Report of Municipal Railway, 1929-30.

(2) Report of S. F. Public Utilities Commission, 1932-33, p.211.

(3) Ibid., 1932-33., p. 209.

(4) Ibid., 1935-36; 1938-39; and 1942-43.



was purchased and six new coach routes were set up in 1939. In that year also street cars began operation to the Bay Bridge Terminal by way of a loop extending from Market Street to the Terminal via First and Fremont Streets. Originally, every other car of all lines operated to the new terminal building but this was changed in 1941 with certain lines routing all their cars to it and others to the Ferry Building. The latter gateway to the city, once one of the busiest terminals in the world, was relegated to a position of complete inferiority with the displacement of the trans-bay ferries by the bridge-borne inter-urban trains and buses.

The Sunset District was the first to receive transit improvements in 1939 when the city established a bus route (#8) from 17th Avenue and Judah to 15th Avenue and Taraval. The newly developing Miraloma Park district was given service with a short feeder line (#7) from Forest Hill Station to Rio Court, later (1941) extended to Teresita Boulevard and Melrose Avenue. (1) For the first time since the ill-fated venture of 1884-86 transit facilities were provided to the summit of Telegraph Hill when a municipal bus line (#11) began operation from Union and Powell Streets. The fourth district to be invaded by city-owned motor coaches in 1939 was the Bayshore with a line running from the terminus of the Potrero Avenue carline at Army Street to Somerset and Bacon Streets, later extended to San Bruno Avenue and Ware. This route (#9) was a direct competitor of the Market Street Railway's San Bruno Avenue line.

In order to reduce operating costs without reducing service the money-losing shuttle street car line serving the Ocean View district (Line "M") was discontinued in 1939 and its place taken by motor coach operation (#10) on Junipero Serra Boulevard, Worcester Avenue, Randolph Street, Orizaba Avenue, Broad Street, Plymouth and Sickles Avenues to Mission. (2)

- (1) Report of S.F. Public Utilities Commission, 1935-36; 1938-39; and 1942-43.
- (2) Ibid. 1939-40.



- (1) Report of the Joint Committee on the
- (2) 1947-1948
- (3) 1948-1949



The penetration of the Mission District, since time immemorial the almost exclusive transit domain of the Market Street Railway, was climaxed in 1939, when the city asked the private company to discontinue its Howard Street line, the franchise having expired and the service not being included in the operating permit granted the concern. in 1930. (1) The following year municipal motor coach operation commenced on Howard Street and South Van Ness Avenue from the Embarcadero to Army Street, being supplanted with trolley coach service in 1941 (but to Beale Street only). This line was a directly competitive one, bringing the five-cent fare to a territory previously served only by the private company, and proved a profitable one. (2) At this time it was planned to convert the Union Street carline, which was a money-loser, to trolley coach operation, this type of service being considered the most efficient on this route traversing the steep grades of Russian Hill. Orders for rolling stock and overhead wire were placed, to be paid for from earnings of the Howard Street line ("R"), but with the onset of World War II delivery was held up due to the inability to receive from the Federal Government the necessary priorities. (3)

Improved service in the Sunset District, long demanded and needed for the greatly increased population residing in that area, was furnished in 1941. A new bus route (#2) was established in the outer reaches of the area running from 22nd Avenue and Irving to 35th and Noriega. At the same time consolidation of old routes (#8 and #10) resulted in a crosstown line from Nineteenth Avenue and Irving to Sickles and Mission, from which terminus a new bus route (#3 and #10) were consolidated. (4) In this way the municipal system was linking all the far-flung districts by direct crosstown lines, and obviating

- (1) Financial Report of Market Street Railway, 1939, p.6
- (2) Report of S.F. Public Utilities Commission, 1942-43.
- (3) Ibid., 1941-42; and 1942-43.
- (4) Ibid., 1941-42.

The Commission on the Status of Women, established in 1946, was the first international body to deal with the status of women. It was created by the Economic and Social Council of the United Nations. The Commission's mandate was to study the status of women in all countries and to make recommendations to the United Nations on ways to improve it. The Commission has since held numerous sessions and has produced many reports and recommendations. It has also been instrumental in the development of international conventions and treaties related to the status of women, such as the Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW) in 1979. The Commission's work has been crucial in raising awareness of women's issues and in promoting gender equality worldwide.

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- (1) General Assembly of the United Nations
- (2) Economic and Social Council of the United Nations
- (3) Commission on the Status of Women
- (4) Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW)
- (5) Declaration on the Elimination of Violence Against Women (DEVAW)
- (6) Beijing Declaration and Platform for Action (BPAP)
- (7) Millennium Development Goals (MDGs)
- (8) Sustainable Development Goals (SDGs)
- (9) Women's Empowerment Principles (WEPs)
- (10) Gender Equality Index (GEI)

the previous necessity of going into the congested downtown area in order to travel between outlying areas.

In 1941 a bus service (#14) was inaugurated on Buena Vista Heights, running from Haight and Belvedere to Noe and Duboce Avenue, but later extended to Market and Church Streets(1).

The municipal system made no more extensions during the war years till the consolidation of 1944, being restricted in this regard by the inability to obtain equipment. The onset of war in 1941 served as a shot in the arm to all the transit organizations. The great increase in the number of revenue passengers carried was due to the influx of thousands into the Bay Area, the greater employment, and to the imposition of gasoline and tire rationing thereby greatly restricting the use of private automobiles. From a low of 161,825,723 fare-paying patrons transported by the three roads in 1941 (lowest since 1917) the number skyrocketed in 1942 to 218,503,677; in 1943 to 257,859,991; in 1944 to 272,457,702; and in 1945 began to recede with the end of hostilities and the imposition of the uniform seven-cent fare to 263,029,285. (2) With this spectacular rise in patronage the railways began to operate in the black. For the fiscal year 1942-43 the city-operated system showed a net profit of \$846,048, while the Market Street Road demonstrated in 1942 a net income of \$754,478 (compared to a net loss of \$114,810 in 1941), and in 1943 a net income of \$589,557.

Between the years 1933 and 1944 various changes in operation and service were brought about by the Market Street Railway in an effort to reduce its mounting operating expenses and boost its falling passenger revenues. In the former year the company was operating 710 electric street cars on 275.7 miles of single track; 46 cable cars on 12.4 miles of single track; and nine

- (1) Ibid., 1940-41. incl.;
- (2) Report of Market Street Railway to State Railroad Comm. 1941-45  
Report of Calif. St. Cable Railroad Co. to State RR. Comm. 1941-45  
Report of S.F. Pub. Utilities Comm., 1941-42 to 1945-46 inclusive. incl.;



motor coaches on an estimated 11.1 miles of routes. By the year of consolidation the operating picture was changed: 440 street cars running on 197 miles of a single track; 38 cable cars on 6.1 miles of single track; nine trolley coaches on 10.2 miles of route. (1) The substitution of coach for rail service began in 1935 when the city's first electric trolley coaches were placed on the Eighteenth and Park line (#33), the company's biggest money-loser, the "switchback" line. The first year of operation showed the doubling of receipts on this line over those of the former carline. (2)

In 1937 the company's Visitation Valley right of way was purchased by the city for street purposes, the tracks were torn up and busses substituted on the Geneva Avenue line. (3) With the illegality confirmed in 1939 of the company's one-man car operations begun in 1937 added impetus was given to conversion of non-paying street car lines to coach service. (see Rolling Stock) The stub end of the abandoned Howard Street line (#35) was motorized in 1939. on 24th Street from Valencia to Rhode Island.

During 1940 and 41 a number of conversions to coach operation took place, in some cases being merely supplemental, in others absolute. Earliest changeovers occurred on the poor-paying South Side routes: Bryant Street (#27); Folsom Street (#36); San Bruno Avenue (#25); on the Sunnyside (#10) line running from the Ferry terminus via Mission, Guerrero, and Monterey Boulevard to Genessee Street; on the Mission Street stubs, Richland Avenue and Bosworth (#23); on the Guerrero Street line (#26) running from Sansome and Washington Streets to Daly City via Sansome and Battery Streets, First and Fremont, Mission, Fourteenth, Guerrero, Chenery, Diamond Streets and San Jose Avenue; and upon the two important crosstown routes, the Third Street and

- (1) Report of S.F. Public Utilities Commission, 1932-33 and 1944-45.
- (2) Report of Market Street Railway to State Railroad Comm., 1933.
- (2) Financial Report of Market Street Railway, 1935.
- (3) Ibid., 1937.



the Ninth and Polk lines. In 1940 the city requested the company to remove (1)  
its tracks on Third Street south of the Channel and to institute bus service.  
During the war cars were put back in service to the Union Iron Works as a  
supplement to coach operation which soon took over on all the routes, i. e.  
Third, Kearny and Powell (#15); Third, Kearny and Broadway (#16); and Third,  
Kearny and Sansome (#42).

The next to be abandoned were two of the four remaining cable lines  
operated by the Market Street Road. In 1940 a permit was secured from the  
city to operate motor coaches from 26th Street via Castro, Divisadero, Jackson,  
Fillmore, Broadway, Steiner, Filbert, and Fillmore Streets to Marina Boulevard  
and the following year this service (#24 line) was put into operation, replac-  
ing the Castro Street cable, the Divisadero Street carline and the Fillmore  
Hill balanced cable way.(2)

In 1942 busses began climbing the steep grades of Sacramento and  
Clay Streets, supplanting the relics of the past on those streets, running from  
the Ferries to Fillmore Street.

Demands of war brought long needed transit facilities to the iso-  
lated Hunters Point area. With expansion of the U.S. Naval Drydock install-  
ations and the subsequent construction of war housing areas on "The Point"  
adequate service became imperative. The initial coach route (#54) ran from  
Third Street via Evans Avenue, Hunters Point Boulevard and Innes Avenue to the  
drydocks, but with the rapid development of the area additional service was  
provided, including the running of Third Street coaches direct from the down-  
town district to the drydocks along the same route as above. Later (1943),  
the Silver Avenue coach line (#51) was extended to the drydock area from  
Silver Avenue and San Bruno Avenue along Silver Avenue, Quint Street and Palou

(1) Ibid., 1940.

(2) Financial Report of Market Street Railway, 1940.



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Avenue, and, to serve the new developments at Candlestick Cove and Double Rock another route (#57) linked these areas with the drydock.

Thus, at the time of consolidation in 1944, when the city, at long last, succeeded in obtaining the necessary approval from the electorate to purchase the private railway, San Francisco was served by 271.4 miles of single track (electric), 17 single track miles of cable lines, an estimated 172.4 round trip miles of motor coach operation, and 17 round trip miles of trolley coach service. (1) As compared to transit pattern of 1912, that of 1944 showed that expansion into the former "isolated" districts had been accomplished to a very considerable extent, and that a number of the anachronisms of the past still remaining in 1912 had been finally removed.

#### Consolidation

It had been the opinion of municipal officials and other that only with consolidation could San Francisco be provided with an adequate and efficient transit system. With all operations under one management, the elimination of competing and inefficient lines, the employment of the universal transfer, and the development of a coordinated transit plan would all be possible for the first time in San Francisco's transportation history. Although the benefits of a unified system were admitted by many, the initial cost of purchasing the private railways, protected by franchises, was sufficient to discourage the electorate from approving consolidation prior to 1944.

In the general municipal election of 1925 a measure proposing the purchase of the Market Street Railway properties by a \$36,000,000 bond issue was overwhelmingly defeated (12,435 for and 87,315 against). (2)

- (1) Report of S. F. Public Utilities Commission, 1944-45;  
Reports of Market Street Railway and the Calif. St. RR. Co. to  
State Railroad Comm., 1944.
- (2) Report of S. F. Public Utilities Commission, 1945-46, p. 349.



Following the expiration of the majority of the company's franchises in 1929, although the city was either unable or unwilling to take over those facilities covered by these grants, a charter amendment was approved by the electorate in 1930 under whose terms the company surrendered all its franchises and received an operating permit of 25 years duration subject to the right of the municipality to acquire the property upon the payment of the fair value as determined by mutual agreement or by the courts. (1)

In 1937 the public turned down a bond issue proposal of \$49,250,000 for the construction of subways and acquiring of a Rapid Transit System (For--49,948; Against-- 128,466); and in 1938 a Declaration of Policy proposing the purchase of the Market Street Railway for an amount not exceeding \$5,000,000 and a companion proposition for a \$9,000,000 bond issue to purchase busses and facilities to be used for a unified system were both defeated.

Again in 1942 a proposal to acquire the private company's properties financed by the issuance of bonds in the amount of \$7,950,000 was not approved by the voters (For--96,003, Against--102,081). At a special election on April 20, 1943 an identical measure was again defeated.

However, the surplus being accumulated by Municipal Railway operations during the war years was proposed to be employed to purchase the company's facilities in a new plan submitted to the electorate on May 16, 1944, and success for the supporters of a unified system was assured (For--198,621; Against--84,078). Under the terms of the purchase proposal \$2,000,000 was to be paid in cash, and the remaining \$5,500,000 from earnings of the acquired properties. The traditional five-cent fare of the municipal system was raised to seven cents and the universal transfer was instituted. (2)

(1) Annual Report of Market Street Railway, 1930, p. 5.

(2) Report of S. F. Public Utilities Comm. 1945-46, p 349.



On September 29, 1944 the long-required merger of facilities took place and San Francisco achieved consolidated transit operations for the first time. Unification brought no immediate change in operation of the city's car and coach lines, although the pooling of equipment allowed for better service to be achieved on some of the old municipal routes.

In December the promised removal of the unnecessary outer tracks on Market Street from Valencia to Castro Streets was begun, together with the replacement of the inner rails, which had been in very poor condition. The Market and Castro car line (#8) was the first to be abandoned, its service being duplicated by former municipal routes, but a year later (November 1945) it resumed operations. (1)

The newly developing Lake Merced District and the Ocean View area was given direct downtown service with the reestablishment of the "M" line running from the Ferries to Plymouth Avenue via Market Street, Twin Peaks Tunnel, West Portal Avenue, Nineteenth Avenue, Worcester Avenue, Randolph Street, Orizaba Avenue, and Broad Street.

In 1945 to further serve the Hunters Point housing areas a bus line was put into operation along the ridge route (#70).

In order to ease the congestion on Market Street which, at rush hours, reduced street car speed to a mere crawl, cars of the Valencia Street (#9) and Haight-Parkside (#17) lines were rerouted to the Ferries via Mission Street. Later in the year the latter service was discontinued entirely, its route being a duplication of other more adequate facilities. This action followed the abandonment of two other former Market Street Railway lines: the 24th Street coach service (#35) was consolidated with the original municipal (2) Castro bus line (#6); and the wandering #12 carline was replaced by extending

(1) Ibid., 1944-45.

(2) Report of S. F. Public Utilities Commission, 1945-46, p. 279.

and the American Medical Association, which is the only organization in the United States that has a representative of the medical profession in its governing body. The American Medical Association is the only organization in the United States that has a representative of the medical profession in its governing body. The American Medical Association is the only organization in the United States that has a representative of the medical profession in its governing body.

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the "K" line out Ocean Avenue to Onondaga and Mission, and by establishing a coach route (#18) on Sloat Boulevard from St. Francis Circle to the Beach, the eastern terminus of the latter being extended to Ocean Avenue and Junipero Serra Boulevard in 1946. (1)

Other changes brought about in 1945 included the establishment of the northern terminal of the Guerrero Street coach line (#26) at 12th and Market Streets; the operation of a Sansome Street shuttle (#44) from the Bridge Terminal; the extension at both ends of the Ninth and Polk (#19) line to the Southern Pacific Depot via Brannan Street on the south, and to Fisherman's Wharf via Beach Street on the north; the inauguration of direct coach service to Hunters Point (#42) along Sansome, Bush, Kearny, and Third Streets, and Evans Avenue; the extension of the Third Street #15 line to Geneva Avenue and Mission; and the extension of the two original municipal crosstown coach routes, #s 1 and 3. The former, replacing the old Market Street Railway Bus (#10) on Monterey Boulevard, was continued to 29th and Mission Streets, and in 1947 to Cortland Avenue and Bayshore, via Monterey Boulevard, San Jose Avenue, Chenery, Whitney, 30th, Mission Streets, and Cortland Avenue. The southern terminal of Bus Route #3 was changed in 1945 from 30th and Church Streets to Army Street and Potrero Avenue, operating along Alemany Boulevard and Bayshore. (2)

Express coach service to the Sunset District, chronically deficient in adequate transit facilities, was inaugurated in 1946 from Mason and Market Streets along Golden Gate and Parker Avenues, Fulton Street, across Golden Gate Park from Park-Presidio Boulevard to Nineteenth Avenue and Lincoln Way, and thence supplying local service along Lincoln Way, 22nd Avenue and Noriega Street to 48th Avenue.

- (1) Report of S. F. Public Utilities Commission, 1945-46, p. 279
- (2) Loc. cit.







In the same year a shuttle bus line (#75) operating on Saturdays, Sundays and holidays serving patrons of the California Palace of Legion of Honor in Lincoln Park was instituted.

Another short shuttle route (#71) was established to accomodate San Francisco Junior College on Phelan Avenue connecting with Bus Route #1 on Monterey Boulevard, but this was replaced in 1947 when the Miraloma Park coach line (#7) was extended out Teresita Boulevard, Forester Street, Judson, Phelan, Ocean, Brighton and Grafton Avenues, Garfield Street and Junipero Serra Boulevard to Beverley Street and Worcester Avenue. In this manner added service was given the Ingleside and Ocean View districts. The adjoining Park Merced development overlooking Lake Merced was provided with coach service (Route #17) at the same time, operating from St. Francis Circle along Nineteenth Avenue and thence into San Francisco's newest residential area.

The Apparel City site was provided with a short shuttle service, the #23 bus route being extended from Crescent Avenue and Mission, out Crescent, Alemany Boulevard and Industrial Street.

The long delayed substitution of trolley coaches for the inefficient street cars on Union Street took place in 1947. Consolidation of this line with the Howard Street trolley coach route provided rapid downtown and crosstown service extending from the Presidio along Union Street, Columbus Avenue, Washington and Jackson, Davis and Drumm, Beale and Main, and Howard Streets to Army and South Van Ness Avenue. In this way the Presidio, Marina and North Beach areas were effectively linked with downtown, south of Market, and Mission Districts.

The following changes in street car routing occurred in 1947: The Potrero Avenue Line ("H") was extended along Bayshore Boulevard and San Bruno Avenue to Wilde Avenue on the tracks of the former #25 line, while its northern terminus was retracted to Bay Street and Van Ness Avenue in 1948, the



U. S. Army requesting the abandonment of the right of way through Fort Mason. In April 1947 the #7 Haight Street line was terminated at 47th Avenue and Lincoln Way, a new coach route (#10) replacing the remainder of the old route along the Great Highway to La Playa and Balboa Streets. In August 1947 the Stockton Street Line ("F") had its southern terminus extended to the Southern Pacific Depot at Third and Townsend Streets, using the tracks of the #20 line on Fourth and Townsend Streets. The latter line, as a coach operation, was terminated at Ellis and Market Streets.

Thus, consolidation brought about a considerable number of reroutings, abandonments, and extensions of service. As receipts began to fall off following the termination of hostilities in 1945 curtailment of service in off-peak hours was instituted in order to reduce operating expenses. This included the substitution of motor coaches for street cars on certain lines at night and on Sundays and holidays, together with the relegation at these times of through service on some lines to shuttle rank.

As of June 30, 1946 the combined municipal system was operating 598 street cars, 38 cable cars, 207 motor coaches, and 18 trolley coaches on 261.178 miles of single track (electric), 6.1 miles of single track (cable), 224.81 round trip miles of street (motor coach), and 17 round trip miles of trolley coach routes. A total of 326,007,393 passengers were carried in the fiscal year 1945-46, the heaviest patronized lines being in order: Geary Street ("B"); Judah Street ("N"); Mission Street (#14); Potrero Avenue ("E"); Taraval Street ("L"); Stockton Street ("F"); Market-Ingleside ("K"); Geary-California ("C"); Third-Kearny-Powell (#15); Church Street ("J"); McAllister (#5); Fillmore Street (#22); Haight Street (#7); and the Geary-Van Ness ("D") lines. (1)

(1) Report of S. F. Public Ut. Comm., 1945-46, pp. 253, 329, 332.



## Franchises

No franchises to operate transit service in San Francisco were applied for or granted after 1912. The restrictive requirements successfully prevented expansion of facilities by private capital. The existing franchises of the railroads expired piecemeal from 1929 to 1947, but with the great majority becoming noneffective in 1929. Attempts at acquiring by purchase the two remaining private roads resulted in failure, but, with the expiration date of 1929 reached action of a positive nature was long overdue. Accordingly, order replaced the chaotic franchise condition in 1930 when a charter amendment was successfully approved by the electorate allowing both the Market Street Railway and the California Street Railroad to continue operations with some degree of permanence assured.

According to this amendment the roads were permitted to surrender all their franchises, upon which operation was in effect in 1930, and receive an operating permit of 25 year's duration. The city retained the right to acquire at any time the properties of the roads upon the paying of the fair value as determined by mutual agreement or by the courts. Any supplemental permits authorizing construction and operation in conjunction with existing lines, or extension of existing rail or coach lines granted by the Board of Supervisors in the future were to be subject to the same conditions, these expiring concurrently with the permits granted at this time. Only the supervisors could authorize the abandonment of any street railway line governed by the permit. On February 9, 1931, the Market Street Railway surrendered its franchises, followed by the California Street Railroad on March 23, and both concerns received operating permits extending for 25 years.

(1)

- (1) Report on California St. Cable Railroad By Calif. RR. Comm., 1942, p. 66.  
Financial Report of Market Street Railway, 1930.



In the same year the Market Street road received a permit to operate a car-line (#31) on Balboa Street, and, later, bus permits were granted allowing for the conversion of certain car routes to motor coach operation.

### Fares

The basic and traditional five-cent fare established by the State Legislature in 1878 for all transit operations in San Francisco successfully withstood the ravages of both time and competition until, faced with rapidly mounting costs and decreasing revenues, the transit companies, one by one, were permitted increases in fare rates in a vain effort "to make ends meet."

In 1933, following its first year of deficit operation, the Market Street Railway approached the San Francisco Public Utilities Commission with the proposal of applying to the State Railroad Commission for a six-cent fare, which the company would inaugurate if approved and if the Municipal Railway simultaneously followed in similar fashion. The city declined the proposal although its lines had been operating at a loss since 1918 (except 1927-28) and no action was taken by the company, resorting instead to the use of one-man cars as a measure in reducing operating costs. (1)

In 1937, beset with the problem of increased taxes and payrolls (increases of five cents an hour were granted in 1937, and 2½-cents an hour in 1938, the Market Street Road applied to the Railroad Commission for a fare increase to seven cents or four tokens for 25 cents. Although this application was denied the commission itself suggested that, though the five cent fare with half-fare and free transfers for school children be retained, transfers be sold on full fares for two cents each. This plan was placed in operation July 6, 1937 following which normal five-cent fare riding fell off to

(1) Annual Report of Market Street Railway, 1933, p. 4.





such an extent that no advantage was obtained. Instead, the company resorted to curtailment of schedules in off-peak hours in an effort to reduce operating expenses. (1)

With the failure of the above attempt to produce increased revenue the Railroad Commission authorized the institution of the seven-cent fare or four tokens for a quarter dollar which was put into use on May 29, 1938, to be followed on January 1, 1939 by the straight seven-cent fare. (2)

But these measures were of little avail as the following tabulation of Passenger revenue and operating expenses demonstrates for the years preceeding the onset of World War II in December 1941: (3)

YEAR	PSGR REVENUE	TOTAL	NET
		OP'G EXPENSES	INCOME OR LOSS
1936 ( 5-cent straight)	\$7,452,045.70	\$6,242,016.62	\$277,173.08
1937 (2-cent transfer )	7,128,589.46	6,394,271.89	(173,257.10)
1938 ( " " and 4/25¢)	6,416,053.26	6,014,736.46	(495,825.14)
1939 ( 7-cent straight)	6,367,315.72	5,697,237.53	(201,950.46)
1940 ( " " )	6,015,608.31	5,481,438.70	(265,810.13)

The unhealthy condition was aggravated severely by the maintenance of the fare differential with the municipal system. The increase in fare by the Market Street Railway brought increased revenue to the city-owned lines, sufficient to allow operation at a profit, while it brought no relief to the private road, which struggled along until artificially revived by war conditions. The following shows this effect upon the Municipal Railway: (4)

FISCAL YEAR	PSGR REVENUE	NET INCOME OR LOSS
1929-30	\$3,553,592	(\$112,326)
1934-35	3,008,911	185,878
1936-37	3,137,583	179,729
1937-38	3,444,744	267,739
1938-39	4,107,365	392,275
1939-40	4,135,903	324,981
1941-42	4,290,238	283,919

(1) Ibid., 1937, p.4

(2) Ibid., 1938 and 1939

(3) Taken from the annual reports of the Market Street Railway, 1936-50. The device, ( ), implies a deficit.

(4) Taken from the annual reports of the S. F. Pub. Utilities Commission, 1929-30, 1934-35, 1936-37 to 1941-42.



The Market Street Railway was ordered to reduce its fare to six cents in November 1943, following the very profitable war year of 1942 when it operated at a net income of \$754,478. The company instituted legal proceedings with the intention of voiding this action of the State Railroad Commission, and distributed tickets to all fare-paying passengers redeemable at one cent should the order be sustained, meanwhile charging the straight seven-cent fare in contravention of the ruling.

Meanwhile, the California Street Railroad, finding itself in a similar, if less severe, situation, petitioned the Railroad Commission for an increase of fare from five cents to seven cents. This was denied but an increase to six cents was allowed beginning in December 1942, also providing that the company accept all outside transfers. Eight months later this latter proviso was rescinded. In October 1944 the use of a seven-cent fare was granted.

With consolidation of the city's transit facilities in September 1944 under municipal direction (except for the California Street Cable) the Municipal Railway began charging the increased fare of seven cents, it being deemed that only with this fare could the unified system remain self-supporting. However, with the war over, passenger revenues began to drop and operating expenses, with the granting of wage increases, did not follow suit; and, it being the hope of the city management to modernize the entire system, a further fare increase to ten cents or three tokens for twenty-five cents was applied in May 1946. The expected added revenues to be brought in by this higher fare were largely negated by the wage increases granted platform men following the four-day strike in July 1946.

The California Street Cable Company followed the municipal lines with a straight ten-cent fare in the Spring of 1947 when, following a wage dispute the company was required to pay its platform men the municipal scale of



\$1.368 per hour. Inability to meet the increased payrolls in spite of the higher fare brought on a crisis on January 31, 1948, following which date the company announced it would be unable to meet its payroll obligations, and the carmen's union refused to take any wage cuts. (1)

Thus had the historic five-cent fare been successfully scrapped following sixty-six years of continuous life. Indeed, the original horse car company, the Market Street Railroad of Thomas Hayes, had charged but five cents (when two or more passengers boarded its cars) although the smallest coin in circulation was the dime. Just as the omnibus, the horse car, and the cable car failed to meet the transit crises in San Francisco's life once more efficient types of equipment were devised, so, too, the nickel fare became outmoded in a ten-cent age.

#### Rolling Stock

The period, 1912-1948, saw the development of new forms of transit equipment, the gasoline or Diesel motor coach and the electrically powered trolley coach. Remaining in use were the electrically operated street cars, and a few cable cars still running on the hill routes.

During the years from 1906 to 1911 the United Railroads had purchased 329 closed body "box cars" seating 44 passengers and were the first cars built for prepayment use to be employed in the city. (2) This equipment, although soon to be outmoded by the improved "California" type cars, was to give long, if not distinguished service, some (of Class 101-180) still rattling along in 1948, while others (of Classes 1500-1549 and 1550-1749) were not retired until the motor coach replacements of 1939 through 1943. In addition to the above, the company had rebuilt old "California" type non-prepays (Class 1300) built in 1903-04, and had converted former cable car underframings into

(1) San Francisco Chronicle, Jan. 7, 1948; and Jan. 12, 1948.

(2) Arnold's Report, 1913, p. 200-209.



"California" type prepayment equipment, the latter being exceedingly narrow (eight feet, two inches). (1) Cars of these types did not survive the 1930s.

In the year 1912 both the Municipal Railway and the United Railroads had constructed prepayment street cars of the "Improved California" type. These were to set the pattern for design for similar equipment acquired during the ensuing 27 years.

The first municipal cars purchased for the Geary Street line were of the "Improved California" type, with open sections at either end, and provided 44 seats, with a maximum capacity double that number. Indeed, during the first few days of operation 145 persons were squeezed into these cars. (2) Because it was believed that downtown streets would be unduly congested by the use of cars of standard width, 9-feet 2-inches, the city-owned equipment was only 8-feet 6-inches wide. Cross seats were provided for the entire closed section and for half of the open compartments, it being believed that this arrangement with longitudinal seats in the outer sections would give maximum advantage for rapid loading. Of sturdy semi-steel construction the 43 cars of this type were to prove their worth during their many years of service, being still on the transit scene in 1948, employed on the Stockton Street line as well as on Geary Street, these being the narrowest thoroughfares traversed by the municipal system.

The 65 cars purchased by the United Railroads in 1912 were quite similar to the municipal equipment, and differed from the company's previous acquisitions by being arch-roofed, and of the improved "California" type. Cross seats were placed in the outer sections and longitudinal benches in the closed compartment. This arrangement was believed inferior to that of the city's new cars, and during the 1930s the old wooden and rattan benches were

(1) Ibid., pp. 209-210.

(2) Ibid. p. 178.





removed and replaced by comfortable leather seats. (1) These cars, placed upon the Sutter Street lines, served as models for later acquisitions, the last two-man cars acquired by the company being those built at its own shops from 1930 through 1933 for use on the new Balboa Street line and a few other routes. These were directly patterned upon the original 1912 car.

The municipal road, too, standardized the "improved California" type in all its further acquisitions, except for the twenty-one 32-passenger hill-climbing cars designed especially for the Union Street line. The later cars reverted to normal width as the system commenced operating on wide thoroughfares such as Van Ness Avenue and Market Street, where the narrow cars would be of no advantage. The last of the city-owned "improved California" type street cars were purchased in 1928 giving the system a total of 234 cars with which it operated its service until 1939 when five new streamlined P.C.C. type cars were added to the system, purchased from earnings. Although orders were placed for ten more of the same during the war years none were released to the city thus placing the burden of carrying the greatly increased loads of 1942-46 upon the existing rolling stock. With the selling of the Union Street cars upon the conversion of that line to trolley coach operation, the combined municipal lines were still employing in 1948 everyone of the 218 remaining cars purchased by the Municipal Railway during its 35 years of service.

In 1932 the Market Street Railway converted two of its "improved California" type cars to one-man operation and placed these in service on the route of its subsidiary, the South San Francisco Railroad and Power Company. (2) This was done in effect by replacing the open gates with folding doors. Faced with deficit operation of the entire road the company resorted to one-man

(1) Annual Reports of Market Street Railway, 1930, 1931.

(2) Annual Report of Market Street Railway, 1932.



service within San Francisco in 1934, at the same time attacking in the courts the constitutionality of the ordinance prohibiting such operation within the city. That year six cars were converted and put into operation, to be followed in 1935 by 47 conversions and the purchase of twelve second-hand one-man cars. Generally, the less profitable lines were operated by this type of equipment, the initial route being the Folsom Street; followed by the Howard Street; Bryant Street; Ellis-O'Farrell; San Bruno Avenue; and Visitacion Valley lines. Rapid conversion of routes occurred in 1936, during which 29 more cars were purchased and others reconstructed till the company had a total of 174 one-man cars in operation, thus allowing for their use on the crosstown lines-- Third Street, Ninth and Polk, Fillmore Street, and Divisadero-Mission. However, with the decision of the Federal courts going against the company one-man operation terminated in February 1939. (1)

In September 1944, prior to consolidation, the company was operating over its lines 440 street cars, compared to 696 in 1915 and 727 in 1929. Of this number, turned over to the city in 1944, many were inoperable, due to the great difficulty experienced in maintaining equipment during the war, (2) others were obsolete but were kept in operation for lack of anything better, and in order to provide some service, slow, noisy, uncomfortable, inefficient though it might be.

Cable car rolling stock remained unchanged from the preceding period. The dummy and trailer combination "trains" bowed from the transportation scene in 1929 when, condemned as nuisances and relics of a long-dead past entirely incongruous with Twentieth Century living, the Pacific Avenue cable stopped running.

(1) Ibid., 1936, 1937, 1939.

(2) Report of S. F. Public Utilities Commission, 1944-45.

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However, the more "modern" cable cars of the remaining lines were kept on and provided an essential service, for the most part. In 1940 the two routes of the California Street Cable Railroad Company transported 11.5 million passengers; the two Powell Street lines carried 4.4 million; the Sacramento-Clay line 645,000; and the Castro Street cable 192,000. (1)

The rolling stock of the California Street Railroad consisted in 1942 of forty-five 34-passenger standard cars and three 22-passenger shuttle cars, all of the double-end, enclosed center section, "California" type. Average speed on all lines of the company as determined in 1942 was 7.36 miles per hour as compared to 9.9 miles per hour for street cars and 9.98 miles per hour for motor coaches of the municipal system. (2)

The single-enders employed by the United Railroads ( and later by the Market Street Railway, and the Municipal Railway) on the Powell-Bay and Powell-Jackson lines were built in 1893, and were of the general type operated by that company upon the majority of its cable lines. Composed of a single open section together with an enclosed compartment, seating thirty passengers in all, these soon proved too small for the patronage they received. Possessing but one set of grips they required the use of a turntable or loop at the terminal points. The former method of turning the cars about proved inconvenient, especially at Market and Powell Streets, where a considerable traffic block was produced. (3) Although it was urged by many from time to time that the cars of the Powell Street lines be converted into double-enders, as had been done on the Sacramento-Clay and Castro Street routes, thus increasing carrying capacity and eliminating the turntable obstructions, no action was ever taken to improve the situation. (4) Strangely

(1) Report of California Railroad Comm. on Calif. St. Cable RR. Co., 1942, p. 3.

(2) Ibid., p. 66

(3) Arnold's Report, p. 211.

(4) Arnold's Report, p. 211.



enough, the Powell route cars, carrying a heavier traffic, were smaller than those of the other cable lines of the United Railroads, for the latter company had taken similar single-enders, added a second open section together with another set of grips, and placed them on the less-profitable Sacramento-Clay and Castro Hill lines, where these "California" type cables proved comparatively successful. Continued operation at a loss forced abandonment of these two routes in 1941 and 1942.

A critical situation developed in regard to the Powell Street lines following the termination of World War II when the municipal management proposed replacement of the cable cars by dual motor Twin Conches, judged capable of successfully negotiating the steep grades encountered on the routes. It was stated that these 44-passenger coaches, operating at considerably increased speed, at markedly decreased cost, with greatly expanded load capacity, and with an increased safety factor, would provide much more efficient service than the cable system then in imperative need of replacement of both rails and rolling stock. (1) Popular indignation on a national and international scale was the immediate reaction to this announcement. "Save the Cable Cars" became the rallying cry of millions, be they loyal native sons or merely visitors of times past, to whom a trip on the Powell Street grip was a unique and unforgettable experience. The voice of the people spoke out commandingly in November 1947, when, at the general election in which \$20,000,000 was voted to modernize the municipal transit system, the cable car was rescued from oblivion and its continued life made the law of the land.

The gasoline bus was first used as a transit vehicle in San Francisco in 1918 when five-19 passenger coaches were employed on feeder service across

- (1) The Municipal Railway Cable Car Situation, Mar. 25, 1947, report of S. F. Public Utilities Commission.





Golden Gate Park and along the Great Highway. Compared to the powerful 44-passenger vehicles of 1948 these tiny busses would seem to belong in a class with the horse car. But, for fifteen years little change was made as to power or loading capacity. With the extension of bus service into the hilly areas on the slopes of Mount Davidson it was not uncommon for coaches to stall on the steep grades. With the improvements of the Thirties, however, bus service into formerly inaccessible hill-top regions became feasible, and in 1934 the first three streamlined coaches were bought for use on the Park line (Bus Route #1). In 1939 small but powerful 32-passenger vehicles were placed on six new routes, increasing the number of busses in the municipal system from 19 to 31. (1) Attempts to secure additional equipment during the early war years proved futile for the city-operated road, but in 1944-45 thirty-one 44-passenger coaches were purchased and put into operation, to be followed in the next fiscal year by 36 more of the same general type, 16 of the latter being bought from the Navy and having been rented originally by the Market Street Railway and later by the city for service on Third Street during the war. (2) The use of these large coaches, seating as many as the original cars of the Municipal Railway, aided materially in the improvement of service on the bus routes.

The Market Street Railway, beginning with three-19 passenger busses in 1926, followed the same sequence of events as the city-owned lines in the development of larger and more powerful equipment but at a slower pace, having but nine busses in 1936. Two small 23-passenger coaches were acquired in 1937, and, beginning in 1939 with the intention of converting many carlines to coach operation, a total of 56 vehicles of varying capacities from 25- to 36-passenger equipment, were purchased. 23 additional coaches were added in 1940,

(1) Report of S. F. Public Utilities Comm., 1939-40; 1934-35.

(2) Ibid., 1945-46.



including 36-passenger equipment for use on the heavily traveled Third Street. With the onset of war traffic over the Third Street route, serving war industries, shipyards, war housing areas, and the Hunters Point naval facilities, increased tremendously. Consequently, the company received a quantity of 36- and 44-passenger coaches for use on this line, and the Navy rented 30 of a similar type to the company for the same purpose. At the time of consolidation the Market Street Railway owned 124 motor coaches, plus the thirty operated for the Navy. (2)

In June 1946 the consolidated system owned 218 motor coaches of which 11 were obsolete. (3) In 1947 ten dual-motored Twin Coaches were purchased with the intention of placing them on cable routes which were to be discontinued, but, although they proved fully capable of mounting the steep sides of Nob and Russian Hills, their use in this regard was prevented by the Charter amendment approved by the electorate in November.

The latest development in the types of transit rolling stock was that of the electrically powered trolley coach, first put in operation in San Francisco in 1935 on the Eighteenth and Park line of the Market Street Railway. Although proven popular and financially successful no further expansions of this nature were made until 1939 when the municipal system commenced operation on Howard Street. At the time of consolidation both roads owned nine vehicles each, and sixteen more were acquired in 1947 when the Union Street carline was converted to the more modern type of operation. The advantages of the "trackless" trolley, according to its proponents, lay in its greater speed in downtown traffic due to higher acceleration rate, its lower maintenance cost, reduced vibration, greater safety factor, smoother riding, greater

- (1) Annual Report of Market Street Railway, 1939, 1940
- (2) Report of S. F. Public Utilities Commission, 1944-45.
- (3) Ibid., 1945-46.



loading capacity due to greater width of aisle, and longer life as compared to the motor coach. (1)

### Effect of Municipal Operation and Expansion on San Francisco

The year 1912 was a critical one in the city's transit history. With private capital discouraged by the restrictions and uncertainties of various municipal enactments from 1900 to 1910, only the city itself was in the position to undertake the vitally necessary extensions of service into as yet untapped areas. In seven years of operation municipal facilities penetrated Richmond, Marina, North Beach, Mission, West Portal, Ingleside and Parkside Districts and had "opened the door" to the development of these regions, breaking down the wall of isolation which enveloped the older ones and furnishing ready means of access to, and from the outlying districts which heretofore had been served inadequately, if at all. At this time, in 1919, the system was composed of 63.38 miles of single track; 20 years later it consisted of 79.29 miles of single track and 22.02 miles of motor coach routes. The initial burst of activity from 1912 to 1919 was necessary to make up for the years that transit facilities had failed to expand, it being estimated in 1912 that the city's track mileage extensions were at least six years behind the advance in settlement. (2)

The philosophy behind the policy establishing and operating the municipal railway system is perhaps best stated by one of its projectors, the City Engineer for many years, M.M. O'Shaughnessy: (3)

"Urban railway transportation can best be supplied by a unified ownership giving uniform service to all sections of a city, providing universal transfers and financially capable of constructing extensions in advance of actual necessity, thereby developing the city's growth in well-ordered and predetermined directions. Municipal ownership and operation of street railways can most nearly fulfill all of these requirements. The primary

- (1) Report to East Bay Transit Co., General Electric Co.
- (2) Arnold's Report, p. XIV.
- (3) O'Shaughnessy, M.M., The Hatch Hatchy Water and Power Project, the Municipal Railway, and other Notable Civic Improvements of S.F., 1922, p. 18.

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object of a private enterprise operating in the transportation field is pecuniary gain, while that of a municipal public utility is to give service."

The fruition of this plan occurred in 1944 with unification of virtually all transit facilities within the city area. But, this event only laid the groundwork for the evolution of a truly effective transit plan, San Francisco's greatest need in 1948. The years of competition and "do nothing" policy had left their mark upon the face of the city. The system judged adequate in 1920 was largely the same existing in 1948, especially as regards rolling stock and routes, although the advent of the rubber-tired vehicle had brought about some improvements during the years immediately preceding and during World War II. Yet, San Francisco's transit pattern of routes in the 1940s was basically unchanged from that of horse car days, although this in itself could not condemn it. But no one would deny that most of the equipment still bravely serving an ever-suffering public was not meant for operation in the Atomic Age, although it may have been the talk of the town in the slower moving, less congested "Toonerville" days. San Francisco had met other transit crises before in its uneven history, and had met them successfully as its development was proof. Thomas Hayes had cut through the sand hills to start Market Street on its way in 1859; Andrew Hallidie and the "wire rope" railways had conquered the hills in 1873; unbridled competition had opened up the valleys, developed the waste-lands of the Mission and Western Addition, and had caused the five-cent fare; municipal operation had penetrated with rapid (for those days) transit facilities to the farthest reaches of the city, at a time when expansion by private capital had virtually ceased; and, in the years of war, 1942-45, when, burdened with almost unbelievably heavy loads the antiquated, decrepid system staggered, but never faltered, upon its shaky road to victory. Once again, San Francisco stood at the crossroads.









